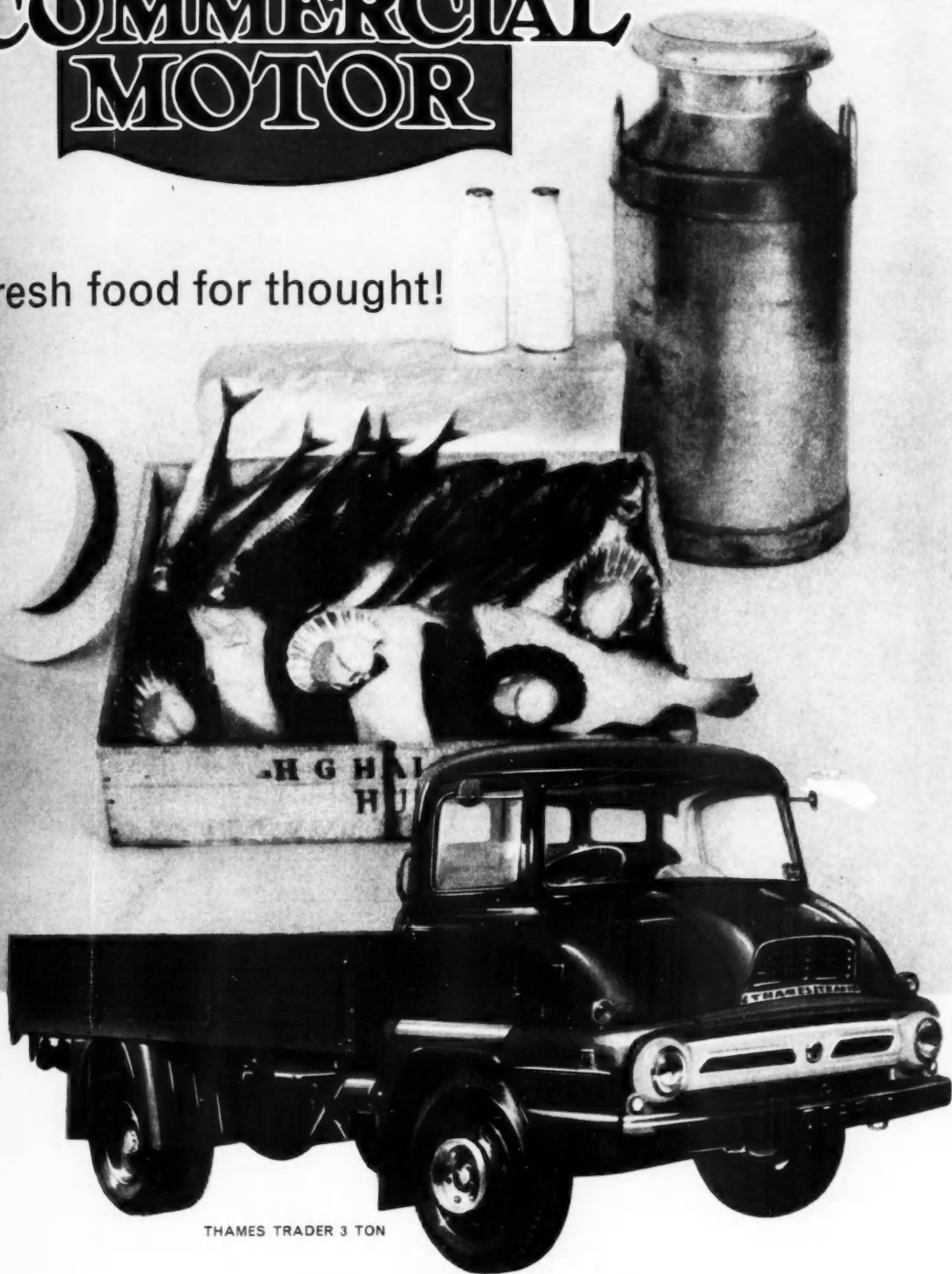


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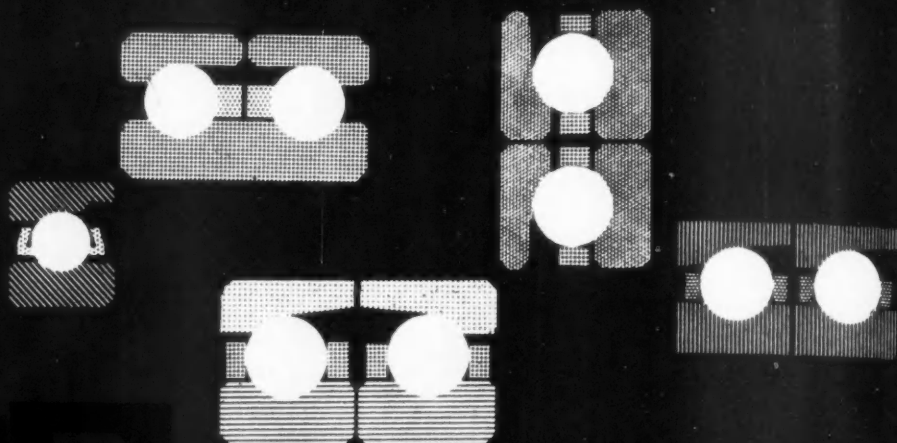
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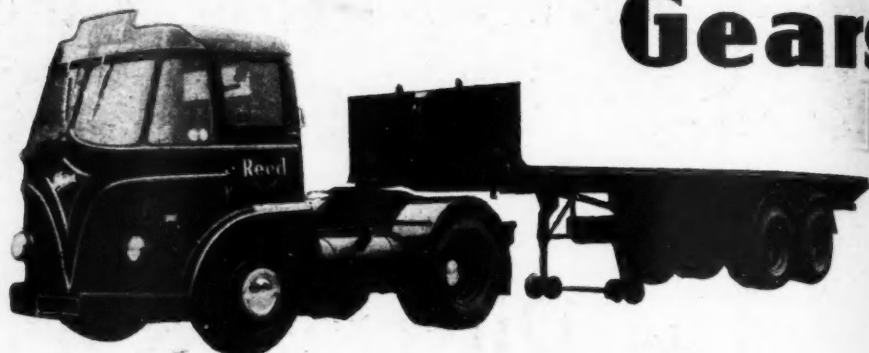
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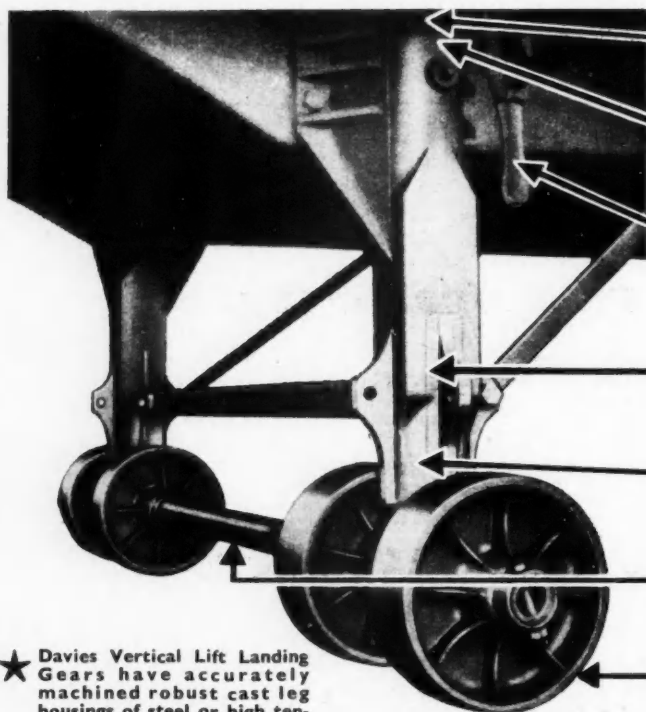
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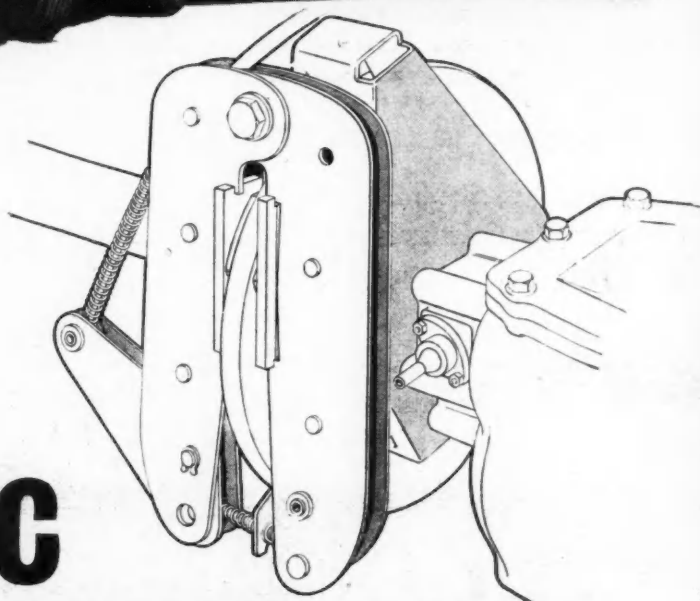
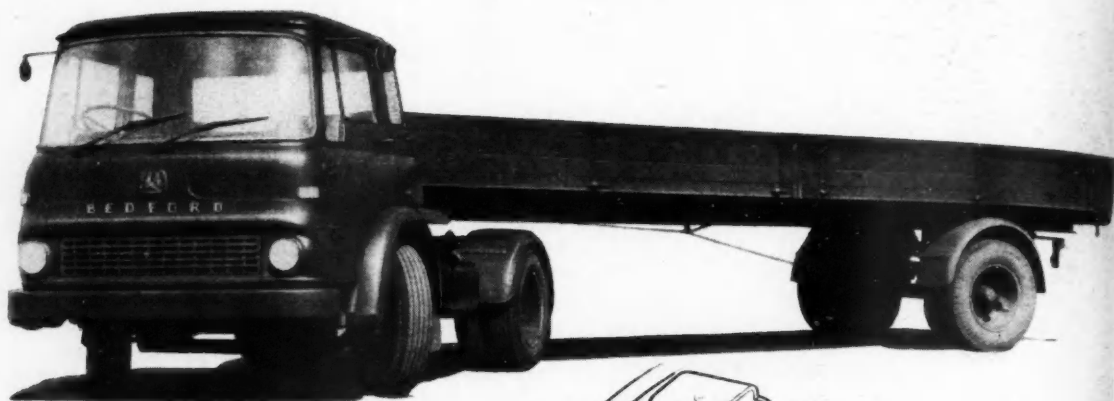
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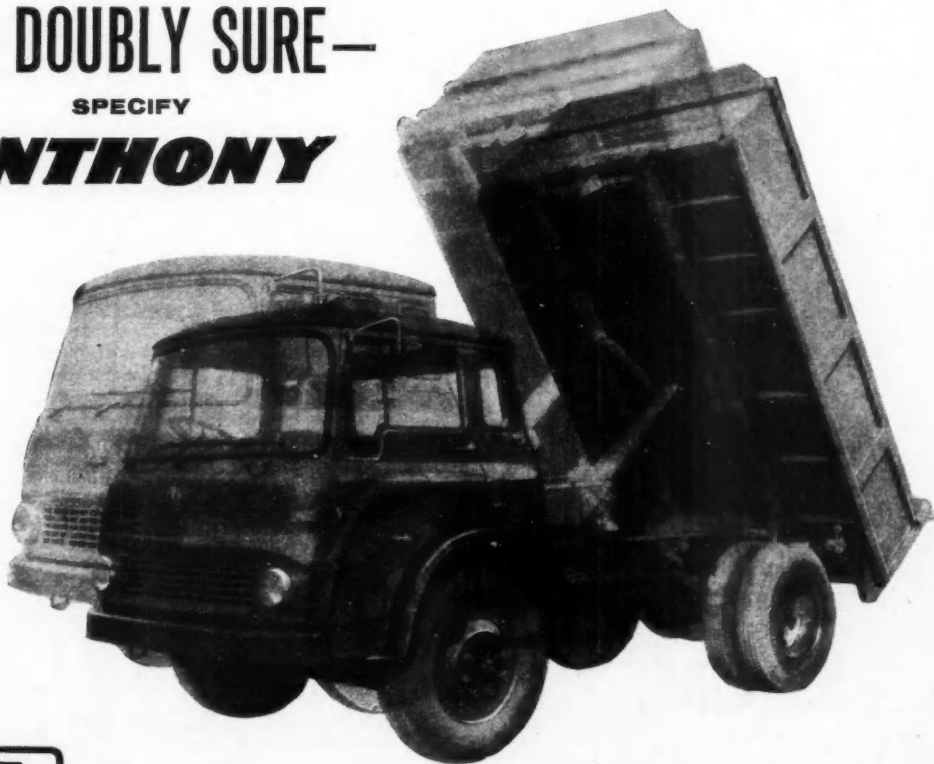
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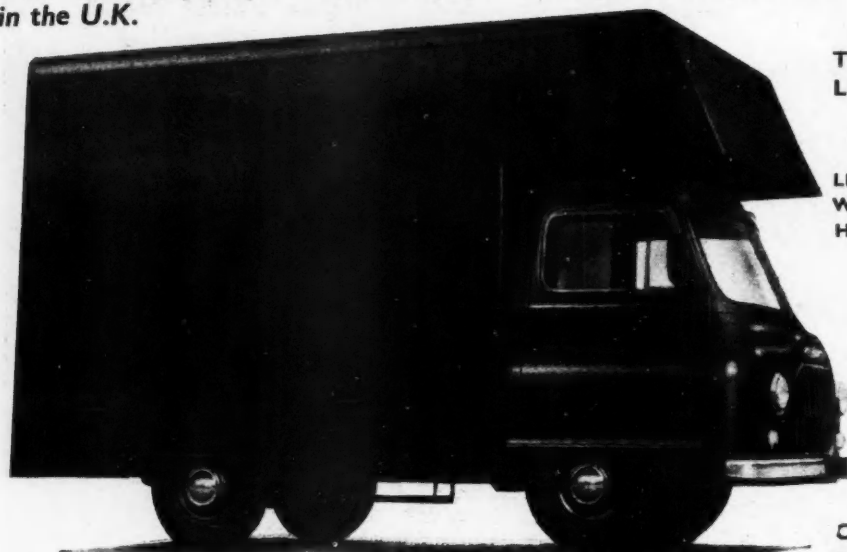
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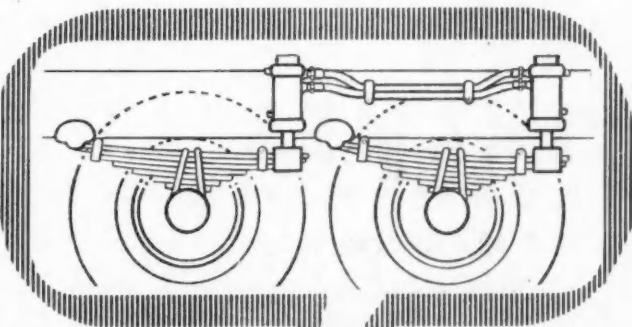


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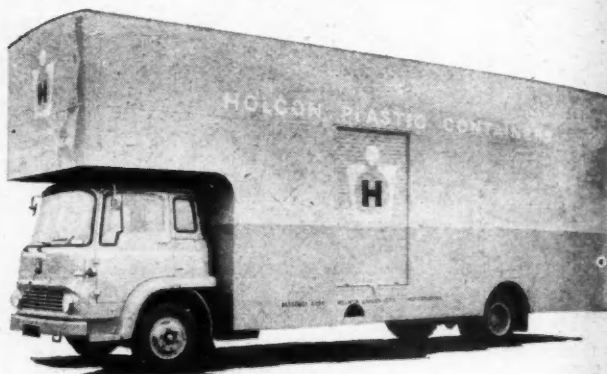
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Morganatic Marriage

DESPITE the verbiage and platitudes which seem to be inevitable in official publications, the White Paper dealing with the reorganization of the national transport undertakings is realistic in admitting to being one designed to boost the railways. Road operators should not regard it as being a document which bodes any particular good for them. It may, in practice, prove to be fairly innocuous—and then, again, it may not. It would be as well for now to await something more definite about the Government's intentions.

The White Paper does no more than lay down broad principles from which a detailed structure will ultimately emerge. It is extremely unlikely that any definite legislation could be drafted and passed through Parliament so as to have effect earlier than 1962. Mr. Marples might be able to get an interim Bill passed this session to do some of the things he has in mind, but it is not likely.

One thing is already plain. The Government has in mind a structure where each section of the now-moribund British Transport Commission is directly controlled by the Minister of Transport through the chairmen of the bodies which are to be set up to control each segment. In other words, Mr. Marples (and his successors) will run the railways. In this new shuffle the cards have fallen in, to say the least, potentially morganatic fashion—with road transport in the wife's position.

The Minister will, presumably, appoint chairmen, vice-chairmen and accountants to each Board and (in the case of road transport) the holding company. He will also appoint other persons, as he sees fit. He will detail policy and leave the chairman concerned to carry it out. He will run the whole show.

Co-ordination

Now this raises a potentially interesting position. The Minister of Transport will be running the railways, dedicated to doing it profitably. He will also be the man issuing broad directives to the Licensing Authorities. It could happen (there is no reason to believe it would happen) that, to ensure a suitable movement of traffic towards the railways a Minister of Transport might be inclined to arrange things accordingly. That matter could include C-licensees. Mr. Marples is certainly very much in favour of having at least as much "co-ordination" as now, and preferably more.

Under the present plan, British Road Services would have no direct access to him. Mr. Marples would deal through the chairman of the holding company, on the advice of his advisory council. If the profit-making B.R.S. and bus undertakings are relegated to this comparatively junior position, why should he regard private enterprise road haulage and C-licence operators in any better light?

The Tilling and Scottish bus groups, along with British Road Services, are to be operated as companies incorporated under the Companies Act. They could, therefore, enjoy greater independence than at present, particularly as it is admitted in the White Paper that the size and difficulties of British Railways have preoccupied the Commission, and have undoubtedly affected its outlook over the whole range of its activities. But will they enjoy that freedom?

As a result of freeing the railways from statutory control over their charges, the functions of the Transport Tribunal would be substantially reduced. As a corollary to this, it could be submitted that if all forms of transport are to be allowed complete freedom to compete commercially, a reassessment of the functions of Traffic Commissioners and Licensing Authorities may be necessary. It should not work against

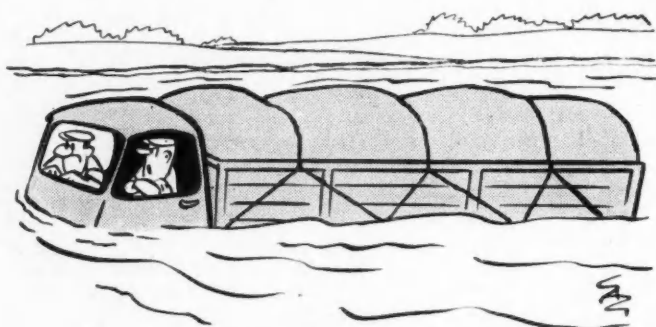
the interests and activities of road transport, though.

The objective of the financial reconstruction is to find a working basis for the railways over the next five years, and to lay the foundations for financial recovery. There is an ominous omission about what steps are to be taken if, during this period, it becomes obvious that this objective still cannot be achieved. It will still be necessary for both the professional haulier and the ancillary user to remain vigilant to oppose any curtailment of their present sphere of activity.

Profits

Also significant is the fact that in another section of the Paper it is proposed that the profits of the holdings company group will accrue to the Exchequer in the form of dividends; it is claimed that these should provide some offset to losses on other State transport undertakings. Here, however, there is no reference to a five-year period, with a resulting implication that it is recognized that losses on "other" undertakings may be of longer duration.

Some doubt might arise as to the implication of the proposal that the regional railway boards should maintain their own trading accounts, so as to secure the highest level of efficiency and economy of operation. Previously it has been stated that one of the main objectives of the railways modernization plan was that in future the railways would concentrate on the bulk handling of long-distance traffic, for which it was claimed they were particularly suited. The new proposal could mean something quite different.



"Don't be so stubborn, admit you took a wrong turning."

Maritime Tale

DID you hear the story of the truck sideboard delivered to a consignee on the Isle of Wight during the recent floods? According to local reports, it was spotted at sea, on the way back to the mainland, by the B.R.S. ship which had originally transported it and was duly re-delivered.

The truth, however (straight from B.R.S.), is that "a small package" was washed out into the Solent from the premises of a Ford agent on the island. It was simply picked up by a B.R.S. ship and, thanks to an intact label, re-delivered.

A nice gesture, and probably written-off as such. But what, one wonders, would be a fair charge in such a situation—delivery cost, or the value of salvage? After all, if there hadn't been a label, B.R.S. could presumably have claimed the package (after a year and a day) as flotsam—or would it have been treasure-trove?

A20

Men Who Make Transport

ONE conference I would have given much to observe took place at 8.30 one warm West Indian morning in a house on the Liguanea Plain, just outside Kingston, Jamaica. There, after the rather daunting offer of alcoholic refreshment of export potency, Alexander Bustamante got down to business with William Thomas James: Bustamante, coruscating labour leader and politician; James, as eloquent as Wales and steadfast as the mountains that shelter his native valley.

What resulted is evident to every visitor to bustling, sun-drenched Kingston. Jamaica Omnibus Services, Ltd., was created with James as chairman, and today the colony's capital city enjoys as efficient a transport system as can be found in the whole of the Caribbean area.

Bill James is not the man to be put off even by the peculiar difficulties of Jamaican road transport. He's been launching and managing bus companies for close on 40 years now—from choice, for if paternal persuasion and a desire for a ready-made job had prevailed he would have settled for the family woollen mills established in Monmouthshire some 200 years ago.

Instead, he embarked on what was then the chancy course of road transport. With his friend Lewis he began operations between Crumlin and Newport, Mon, with three charabancs. Discovering that the Risca Urban District Council had powers to operate buses which had never been exercised, Lewis and James obligingly agreed to take them over for a term of 21 years. By 1927 they had increased their fleet to 50 vehicles, were running services in 15 local authorities' areas in Monmouthshire and Glamorgan, and had even managed to penetrate into the City of Cardiff.

Bird's Eye View

Real Waste

EXCITING possibilities can be visualized after reading an application published in *Applications and Decisions* of the Northern traffic area by J. J. Haley and Sons, 27 Derwent Street, Chopwell. They want a tanker of 9½ tons, fitted with blower discharge, on A licence to carry open-cast coal, furniture, building materials, farm produce and implements, food stuff, lime, to Northumberland, Durham, Manchester, Liverpool, London and Scotland.

The phrase which really catches my eye here is "fitted with blower discharge." If they use this for all the commodities mentioned in their user, the staff at the various receiving ends will be claiming danger money. Anyway, what price feeding coal and cocktail cabinets into the tanker? That should test the efficiency of something.

Rescue By Road

IN THE small hours of one morning recently, when Coras Iompair Eireann was hoping that there would be nobody else about, that organization's abnormal indivisible load experts were using their skill on the wings of an American B-47 aircraft. This very special aeroplane had been so inconsiderate as to get into serious trouble over the Atlantic, but it managed to struggle on beyond that portion of Ireland which claims to be the next parish to the United States.

An outcome of the mishap was that last week C.I.E. faced one of their most involved jobs of transportation, the movement of the wings (which measured 34 ft. by 17 ft. by 2 ft.) along the highway between Limerick harbour and Shannon airport, a route that is by no means a motorway.

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Thomas James

But the age of mergers and absorptions was at hand. Perhaps temptations came again down the valley from the family business at Maesycwmmwr. That for Bill James it was not the voice of the sirens is abundantly clear from the fact that he has remained a busman until this very day. When in 1932 Lewis and James became part of Western Welsh, James joined this big undertaking as traffic manager, progressing later to general manager. It is interesting to note that about the same time John Spencer Wills became an executive director of the company. The two men have worked together ever since.

All this meant, of course, a very considerable broadening of James' sphere of work. Western Welsh had been formed in 1929 to take over the road services of the Great Western Railway in South Wales and of South Wales Commercial Motors, Ltd. When Bill James joined the organization its interests covered an area bounded by Monmouth in the east and by St. Davids in the west; by Cardiff in the south and Aberystwyth in the north-west. By the time the Second World War broke out Western Welsh were operating a fleet of 477 vehicles.

Are Welsh folk ever really happy this side of the Severn Tunnel? Bill James is by no means a melancholy, brooding sort of fellow and he is good company whether in the Courtleigh Manor Hotel, Kingston, Jamaica, or at London's Union Club, or in Africa where far-flung B.E.T. has powerful interests. None the less, he has stuck to Cardiff all these years and manages to get back to his home in Ty Gwyn Road most week-ends. That's where he plans to live when the day of retirement dawns. It's true—those folk from the valleys like to get back again; and if Cardiff is not Maesycwmmwr it's certainly not far away.



Bill James—Welshman, busman and world traveller.

A busman for 40 years, I have said. And that's true enough. But the top people of British Electric Traction have to be a good deal more than that. How many companies today enjoy such a diversity of interests, from buses to laundries, from hotels to rediffusion? In many of these Bill James has played a very active part, in bus companies, naturally, but also, for example, in Rediffusion (North-East), Ltd., and Rediffusion (Wales), Ltd.

Hotels, too, have not been without their interest for him. Frequent visits to Jamaica, with occasional excursions to the high-priced sunshine haunts of the north coast, led him to investigate the possibilities for a B.E.T. hotel. He was deterred by the economic uncertainties of the Jamaican hotel industry, not the only representative of an international company to be repelled by the so-called "Hicks Report."

Bill James is undoubtedly a pioneer, and a tough one at that; but nobody can accuse him of being rash. That's not a quality much in evidence in the board-room at Stratton House.

By this time there's not much about road passenger transport that he does not know. It was therefore to be expected that the industry as a whole would listen to his counsel and seek his guidance. Thus it came about that in 1951 and 1952 he was chairman of the Public Transport Association, and of the National Council of the Omnibus Industry from July, 1952, to July, 1953.

What next? Well, he is to retire. But what does that mean? Reading *The Times* all morning in his Cardiff home, whiling away the days in serene idleness? Observe how I slipped in a cunning word there—"serene." Of course, there could be no such life for this survivor among the original pioneers of the road transport industry. Serenity and idleness for him are contradictory terms. He has always been a doer—and is still. Money? He's got enough to see him through in comfort. Travel? He'll certainly want to see even more of the world than he has so far had an opportunity of visiting. At last his time will be his own.

But—and he didn't even hint at his plans when I talked to him in his Stratton House room—I believe there's a lot of commercial force left in Bill James yet. It will be there for a long time to come.

H.C.
A21

By The Hawk

Mr. Tim Dennehy, C.I.E. information officer, tells me that because the road had to be closed they were carrying out the work between 2 a.m. and 5 a.m., when they hoped that there would be few road users to be treated to the persuasive powers of the Irish police. Since Ireland is not highly industrialized, abnormal indivisible loads are no burning question, but the State transport organization likes to keep on the right side of the citizens.

Costly Speed

THE use of electronic computers in industry is on the increase, and nearly all the leading vehicle manufacturers in this country are either using or are showing great interest in these machines in connection with unit or spares stock control. A man who has specialized on the application of computers in this field is Mr. H. S. Woodgate, of International Computers and Tabulators, Ltd., who told me that a suitable machine could take only 20 minutes to check 20,000 individual parts and give detailed information on excess or lack of spares and such like.

The speed of the unit can be further illustrated by the fact that, for each part number, it makes 3,000 programme steps and approximately 10,000 calculations including repeats. All this is done, of course, in a fraction of a second. It is, therefore, hardly surprising that vehicle manufacturers are showing interest, but there is one drawback. A suitable computer would cost something in the region of £160,000.

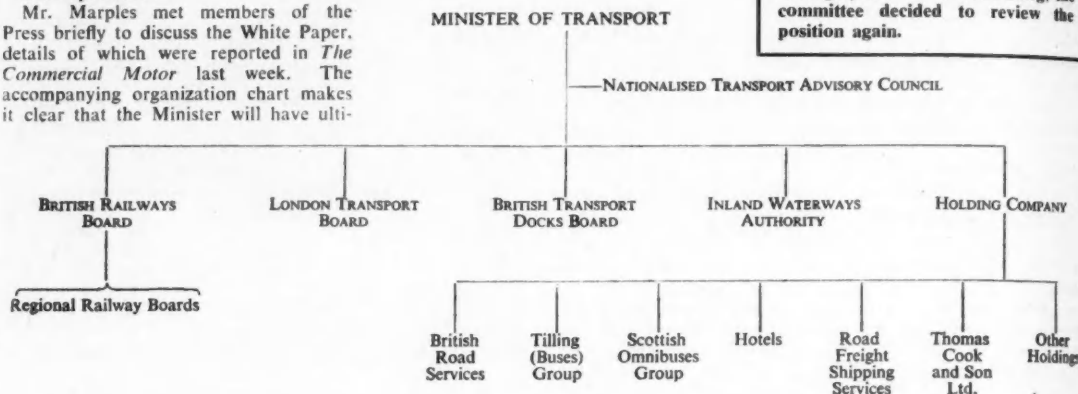
Payment By Results!

MAN fined for illegal minibus operation told the court he did not know how much he was being paid. He said "left that to the passengers." There is a moral there, perhaps, for bus operators faced with the problem of falling traffic.

Minister to Adjudicate on Road-Rail Competition

CONTROL over road and rail competition will be exercised by the Minister of Transport under the new State transport structure, writes a special correspondent.

Mr. Marples met members of the Press briefly to discuss the White Paper, details of which were reported in *The Commercial Motor* last week. The accompanying organization chart makes it clear that the Minister will have ultimate control, through the advisory council.



mate control, through the advisory council.

He would not deal directly with the managing directors of the road transport companies, he told me, but would discuss "broad principles on policy only" with the chairman of the holding company. This company will control the individual road concerns. If the chairman of the holding company wished, added Mr. Marples, he would be able to bring the appropriate expert to any meeting.

What would be the Minister's position, I asked, if there were a direct clash over traffic between the railways and British Road Services. I instanced coal movement from the East Midlands. He replied that such policy would be decided by himself and the advisory council.

Co-ordination

"I want at least as much co-ordination as now—preferably more," he added.

Then Mr. Marples said that the particular problem I had mentioned was one he intended to consider.

Sir Brian Robertson and the whole of the British Transport Commission will stay on and help to put the plans into effect, confirmed the Minister. No appointments had yet been made. Although the railways board could not be set up without legislation, the Commission's existing statutory powers allowed for the setting-up of a "shadow" board and advisory council.

He would use the existing Commission structure as much as possible, went on Mr. Marples, to build up the new structure. An independent chairman, a vice-chairman with commercial experience, and an accountant would be the nucleus around which the boards would be built. Specialization, he said, must be leavened with common sense.

There might be redundancy among B.T.C. central staff, but those persons affected could be absorbed into regional boards.

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MINISTER OF TRANSPORT

NATIONALISED TRANSPORT ADVISORY COUNCIL

BRITISH RAILWAYS BOARD

LONDON TRANSPORT BOARD

BRITISH TRANSPORT DOCKS BOARD

INLAND WATERWAYS AUTHORITY

HOLDING COMPANY

Regional Railway Boards

British Road Services

Tilling Buses Group

Scottish Omnibuses Group

Hotels

Road Freight Shipping Services

Thomas Cook and Son Ltd.

Other Holdings

Suspension for Normal User Breach

A NORTH WALES haulier's use of an A-licensed vehicle with a normal user confined to the Isle of Anglesey, for regular journeys to Durham, Workington, Gillingham and Birmingham, resulted in the vehicle's suspension for two months by the North Western Deputy Licensing Authority, Mr. A. H. Jolliffe.

Mr. W. J. Davies, Beach Yard, Holyhead, was applying, at Caernarvon, for renewal of the licence with modification. He told Mr. Jolliffe that he took over the vehicle and licence in 1957. The vehicle was taken into the existing fleet and within two months was making journeys all over England and back-loading to North Wales.

The normal user of the other vehicles was wider and he had not realized that it was wrong for them to work together,

without notification to the Licensing Authority.

Mr. J. Edward Jones, for Davies, said it was essential the fleet should have a common normal user for flexibility. The fact that the applicant had been doing the work proved need.

The circumstances of the case were deplorable, submitted Mr. G. H. P. Beames, objecting for British Railways. If such operations were condoned it would put an end to the licensing system.

Mr. Jolliffe said he took a serious view of the irregularity, the change of normal user would be refused and the licence suspended until February 15, 1961.

NEWCASTLE URGES CRANE REGULATIONS

BECAUSE of the high incidence of collisions between mobile cranes and Corporation buses in recent years, Newcastle Transport Committee are to press for regulations for the passage of cranes through the city.

Last week there was a collision between a trolley-bus and a mobile crane which resulted in a jib of the crane penetrating the upper saloon of the bus, though no one was hurt. There have been seven such accidents in the past two years.

MAKERS AND UNIONS MEET

VEHICLE manufacturers and the engineering unions met just before Christmas to discuss production and employment prospects in the motor vehicle industry in the months ahead. "There was," say the Board of Trade, "a full exchange of views." The meeting was under the chairmanship of Sir Richard Powell, Permanent Secretary to the Board of Trade.

The representatives of the unions are to report to their executives on January 12.

IN THIS ISSUE

- *What of 1961? Five Top Men Contribute Their Views*, pages 766-772.
- *Haulage Depot Opened*, page 773.
- *Bus Co-ordination at Brighton*, pages 774 and 775.
- *Export Atkinson Road Tested*, pages 776-779.
- *Planning for Profit*, pages 780 and 781.
- *Janus Talks About The New State Transport Plan*, page 782.
- *Underground Haulage*, page 783.
- *Patents Review*, page 784.

NEXT WEEK

- *An Island's Transport Needs*.
- *Distributing Hired Clothes*.
- *Recruitment—A Critical Survey*.

Vehicle Distribution Scheme "Not in Public Interest"

IT is unlikely that the decision of the Restrictive Practices Court against the motor vehicle distribution scheme will make any noticeable difference, so far as operators are concerned. The agreement in any case refers only to vehicles up to three tons unladen weight, and to small vans based on private car designs.

In a statement, the Society of Motor Manufacturers and Traders said: "The effect of the decision is that manufacturers can no longer mutually agree to follow the policies set out in the vehicle distribution scheme agreement. So far as agreements between individual manufacturers and their franchised dealers are concerned, however, they remain in operation. The decision does not affect the right of individual manufacturers to continue to operate their present policies and it in no way affects the retail prices of motor vehicles."

The Restrictive Practices Court declared the agreement contrary to the public interest. Accordingly the agreement was void, added Mr. Justice

Diplock, who presided at the Court's eighteen-day hearing which ended on December 9.

Ordering the respondents to pay 3,000 guineas towards the costs of the Registrar, Mr. Justice Diplock said they had been "guilty of unreasonable conduct" in relation to the discovery of documents and tactics in relation thereto, both before and during the hearing of this case.

"It has increased the costs, prolonged the case and put some of the witnesses in a very embarrassing position indeed," he went on.

Mr. Justice Diplock in the judgment, said the respondents were some 65 in number. "It is a regrettable and, fortunately, unprecedented feature of the present reference that those responsible for the preparation and presentation of the respondents' case have from the outset endeavoured to avoid disclosing to this Court the circumstances in which the distribution scheme agreement was made," said Mr. Justice Diplock.



This A.E.C. Mandator, fitted with York fifth wheel coupling and York semi-trailer, was supplied to Sutherland Foods Ltd., by Phillips Motor Services (Sheffield) Ltd., who also undertook the painting and lettering.

ELUSIVE FORTUNE

A MONMOUTHSHIRE man who thought he could make a fortune by hauling shale to the site of the Spencer steelworks at Llanwern, Monmouthshire, admitted liabilities of £1,293 at Newport bankruptcy court.

Ivor Rhys Hopkins, a 45-year-old welder, said his business had failed because of lack of capital, drawings in excess of profits and vehicles being repossessed under hire purchase agreements.

He told the court: "I thought if I got work at the Llanwern site and, like everyone else, made a fortune, I could pay my debts off."

T.R.T.A. BADGES

BADGES made of a tough, laminated plastic, for fixing to radiator, bumper bar or other parts of the vehicle, are now available from the Traders Road Transport Association.

Keeping the Live Theatre Going

THE Northern Traffic Commissioners made it known last week that they wished to ensure that every encouragement would be given "to all sides" to help keep the live theatre going in the North.

This was during an application at Newcastle upon Tyne by G. E. Martindale, of Ferryhill, Co. Durham, who was applying to modify an excursions and tours licence to operate tours to Newcastle on race days, football matches and theatres "all the year round." He also sought to increase the fares on two tours, to modify the period of operation of certain day tours, and to operate to Blackpool and Sunderland. Objections were lodged by the United Automobile Services, Ltd., Durham District Services, the Northern General Transport Co., Ltd., British Railways and Wilkinson's Motor Services.

Agreement Reached

For the objectors, Mr. J. L. R. Croft said that as a result of discussions between the parties, an agreement had been reached about the race and football excursions. There was no objection to the increase in fares, neither was there any objection to the modification of most of the day tours.

Addressing Mr. R. G. Hunter, representing the applicant, Mr. J. A. T. Hanlon, chairman, said that there was one matter which the Commissioners wished to raise—the question of the operation of coaches for people who pre-booked seats to the theatre. "Theatres in this country are, owing to social developments and other circumstances, in rather a parlous state, and every encouragement has been given on all sides to assist the theatre in keeping going. We would like to know that this agreement in no way binds Mr. Martindale not to apply for theatre journeys anywhere in our traffic area in future."

Mr. Hunter replied that both Northern and United Services had always agreed to such theatre services, provided they were operated after the stage services had finished.

THE MODEL OPERATOR

WHEN they applied successfully at Edinburgh for an A licence in place of a special A for one vehicle, Russell of Bathgate, Ltd., were asked to explain a list of offences. Three cases of operating without a licence were referred to as technical offences, and the other offences were cases of excessive weight and overworking.

As the firm operated a fleet of 140 vehicles with 170 drivers it was pleaded that the offences were a minute proportion of their activities. They were now planning a major replacement of the fleet to meet the problem of overloading.

Mr. W. F. Quin said he had always regarded Mr. Russell as a model operator and he was contenting himself with the issue of a warning.

ALL RIGHT, JACK

THE firm belief that the society could become one of the biggest bowling organizations in the country was expressed by members of the Motor Industries Bowling Society at the annual meeting recently. The membership now includes a number of well-known names in bowling circles.

More members are needed, however, to meet the demand for fixtures, and the secretary, Mr. Charles Gibson, points out that applicants, welcomed from all sides of the motor industry, have to be at least in administrative positions. Applications should be sent to Mr. Gibson at 83a Longbridge Road, Barking, Essex.

The officers for 1961 are Mr. George P. Grose, president, and Mr. Ken Pope, captain

Men in the News

MR. F. JONES has resigned his appointment as chief buyer of Clayton Dewandre Co., Ltd. He is succeeded by MR. A. CORTHORN.

MR. F. J. CUNUDER's appointment as deputy general manager and engineer of Cardiff transport department has been confirmed by the City Council.

MR. DUNCAN MCINTOSH, deputy managing director of North Central Wagon and Finance Co., Ltd., has been appointed a joint managing director.

MR. A. F. R. CARLING, chairman of the Northern General Transport Co., Ltd., has been appointed to the boards of the Gateshead and District Omnibus Co., Tynemouth and District Transport Co., Ltd., and Wakefield's Motors, Ltd. (all in the Northern General Group) and has been elected chairman of those companies in succession to MR. W. M. DRAVERS, who has resigned from the boards.

MR. H. B. ELLIOTT, formerly service manager of A.E.C. (Sales), Ltd., has been appointed general service manager of the same undertaking. Mr. Elliott started work with A.E.C. as an apprentice in 1912 and was appointed service manager in 1955. MR. A. V. HEAD, deputy service manager, becomes deputy general service manager on January 1. MR. W. F. HURLE, who has been assistant service manager (commercial) since 1955, will be redesignated service manager (home), and MR. P. F. CUTMORE, will become service manager (export).

Spotlight on Public Cleansing

WORK study in public cleansing will be the subject of a symposium at the annual conference of the Institute of Public Cleansing to be held at Aberdeen on June 5-9, 1961.

The subject of refuse collection will be dealt with by Mr. H. G. Couch, refuse collection superintendent, Birmingham, and a paper on refuse disposal will be presented by Mr. W. Carmichael, assistant manager of the Edinburgh Lighting and Cleansing Department.

Mr. P. B. Cartwright, deputy public cleansing and transport superintendent, Thurrock Urban District Council, in his paper will deal with the subject of street cleansing.

The vehicle demonstration will take place on June 7 and the demonstration of earth-moving equipment on the afternoon of June 8.

Among the other papers to be presented are "The Storage, Disposal and Collection of Trade Refuse" by Mr. R. J. Lawrence, director of public cleansing, Southend-on-Sea, and "Forming a Separate Cleansing Department—the First Three Years" by Mr. W. A. Turner, cleansing superintendent, Middlesbrough Corporation.

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MR. GEOFFREY A. ROBINSON has been appointed technical assistant to Bolton transport department.

ALDERMAN JOHN RAFFERTY, chairman of the Leeds Transport Committee, has been reappointed by the Minister of Transport to the Transport Users' Consultative Committee, Yorkshire area, for a further period of three years.

MR. JOHN G. TIMPSON, general manager of Plymouth Corporation transport department since 1955, has been recommended by Sheffield transport committee for appointment as general manager of that city's transport system in succession to Mr. R. C. Moore who is due to retire next May. Mr. Timpson, 48, received his training with Thornycroft, A.E.C. and the English Electric Co., Ltd., and was in municipal service at Bournemouth, Halifax and Barrow-in-Furness before going to Plymouth as deputy general manager in 1946.

MR. W. F. BROOKS is relinquishing his position as secretary of The British Electric Traction Co., Ltd., to take up an executive appointment with Rediffusion, Ltd. He will be appointed to the boards of a number of companies in the Rediffusion Group. MR. NEVILLE SMITH, secretary of Rediffusion, Ltd., has been appointed secretary of The British Electric Traction Co., Ltd., in succession to Mr. W. F. Brooks. MR. D. A. SMITH, chief assistant in the B.E.T. Secretariat, will succeed Mr. Neville Smith as secretary of Rediffusion, Ltd. These appointments will date from February 1 next.

FORTHCOMING EVENTS

- January 11-22.—Brussels Motor Show.
- February 2-11.—Amsterdam Motor Show. (Cars only.)
- February 6.—Institute of Transport Metropolitan Section: "The Work of the Design Panel of the British Transport Commission," by C. Barnan.
- March 3.—The Transport Golfing Society Annual Dinner and Dance, Maestric Hotel, Harrogate.
- March 7.—Motor and Cycles Trades Benevolent Fund, Annual General Meeting, Connaught Rooms, London.
- March 13.—Institute of Transport, London: "Mass Transportation," by L. C. Hawkins, L.T.E.
- March 16-26.—Geneva Motor Show.
- March 24.—Institute of Transport Annual Dinner, Dorchester Hotel.
- April 18-21.—Scottish R.P.T.A. Conference, Turnberry.
- April 22-23.—British Coach Rally, Brighton.
- May 11-17.—International Union of Public Transport Congress, Copenhagen.
- May 16-18.—Public Transport Association Annual Conference, Eastbourne.
- May 29-June 7 (provisional).—Institute of Transport visit to Belgium.
- September 21-October 1.—Frankfurt Motor Show.
- October 5-15.—Paris Motor Show. (Cars only).
- October 17-18.—Road Haulage Association Conference, Brighton.
- October 18-28.—Earls Court Motor Show.
- October 28-November 8.—Turin Motor Show.
- November 10-18.—Scottish Show, Kelvin Hall, Glasgow.

PROFIT AND LOSS

North Central Wagon and Finance Co., Ltd.—Group net profit £455,740. Dividend 20 per cent.

Bus Strikes Disrupt Christmas Travel

ALTHOUGH the one-day strike threatened by provincial busmen, who were asked to work on December 27 without a day off in compensation, was by no means complete, garages which refused to work made their impact on the Bank Holiday traffic arrangements.

Areas worst affected were South Wales, Bristol, Bath and Essex, but there were stoppages on a less widespread scale in other parts of the country. Employees of London Transport and the municipal undertakings, which had agreed to pay at the rate of time and a half and offered an additional day's holiday, did not support the unofficial strike action.

Swansea, Port Talbot, Neath, Llanelly and Carmarthen had no buses and 7,000 platform staff from six companies were on strike. Although municipal services operated in Cardiff, an official of the Transport and General Workers Union claimed that the strike was almost 100 per cent. effective in South Wales.

Western Welsh main depots at Cross Keys, Pontypool, Barry, Neath and Bridgend gave their support to the men, though other garages of the company in Monmouthshire, Brecon and West Wales worked normally. At Bristol, 2,500 men refused to work and 500 more supported them at Bath. Red and White men in Gloucestershire worked in spite of an earlier decision to strike.

Some half dozen Midland "Red" garages supported the strike but only at Wolverhampton was the stoppage complete. There were no services on Thames Valley routes in Berkshire. Oxford and King's Lynn were similarly affected. Three Maidstone and District garages struck, but nine others worked normally. Aldershot and District Traction reported partial response to the strike call.

SOUTH WALES FARES UNCHANGED

IN a reserved decision the South Wales Traffic Commissioners have announced that they will not reduce the current fares of the South Wales Transport Co., Ltd., and Western Welsh Omnibus Co., Ltd.

Last November, following an appeal decision by the Minister of Transport, the Commissioners reviewed the fares authorized to the two undertakings. Local authorities, whose appeal was upheld by the Minister, contended that the rate of return was too high.

In their decision, the Commissioners said: "The evidence does not indicate that the current fares are likely to result in unreasonable profits, and any reduction of the fares would not be in the public interest."

TRAFFIC SURVEY REPORT SOON

A REPORT on the precise form and scope of the proposed origin and destination survey to be carried out by the London County Council and the Ministry of Transport is expected in two or three months' time. Mr. Richard Edmonds, chairman of the L.C.C. Town Planning Committee, said this last week.

Court Hears Story of Broken Biscuits

COVERAGE to almost all the United Kingdom in the distribution of such goods as foodstuffs and electrical appliances was now being given by Alfred Bell, Ltd., Mr. J. Campbell Wardlaw told the Metropolitan Licensing Authority in London last week.

Alfred Bell were applying for four additional vehicles on A licence for wholesale furniture and general goods to be carried to London and all parts of the United Kingdom. British Railways and British Road Services were objectors to the application.

Mr. J. Campbell Wardlaw, for Bell's, said his clients wished to cope with the extensive increase in the warehousing section of their business. Bell's now specialized in the distribution to wholesale and retail premises. They were making increased use of the container service of British Railways and he was therefore surprised to hear that British Railways were objecting.

Mr. Frederick Woods, dispatch manager of Beatty Biscuits, Ltd., Glasgow, said that his firm used British Railways and British Road Services to take biscuits to Bell's warehouses. Bell's vans distributed the biscuits to the shops.

Mr. Arnold Robinson, transport and dispatch manager of F. E. Fox, Ltd., of Batley, biscuit manufacturers, said that his firm had carried out a secret test in which biscuits had been sent out to customers with the request on the carton to return them to Batley. The contents were then examined.

It was found that 40 per cent. of the biscuits carried by British Road Services were broken, 55 per cent. carried by British Railways were broken, but only 6 per cent. of those carried by the company's own vans were damaged.

The hearing was adjourned.

"CHEAPER BY ROAD"

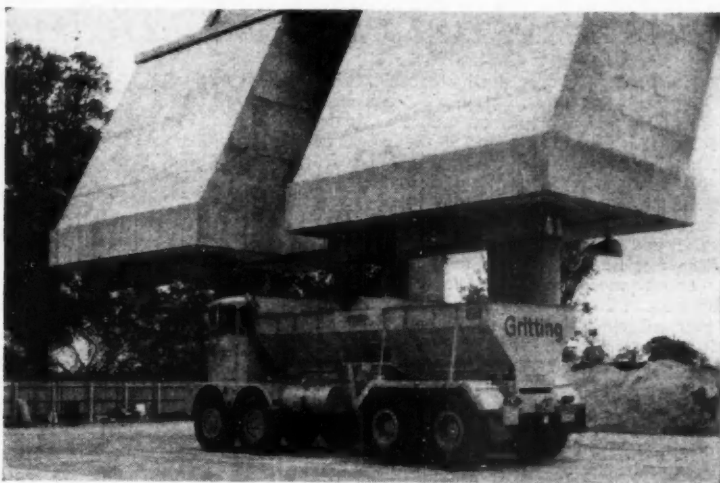
AN application by W. C. Standerwick, Ltd., and Scout Motor Services, Ltd., Preston, for a licence to run vehicles on two routes between Blackpool and Southend Airports between June and September, was heard by the North Western Traffic Commissioners last week.

Mr. F. D. Walker, for the applicants, said the sponsors of Continental tours for which they intended to provide road transport between Blackpool and Southend, were Gaytours, of Blackpool, who had found that it was much cheaper to make a return journey of 400 to 500 miles in road vehicles than by travelling that distance by air.

On a 12-day or 15-day Continental tour, it was estimated that the saving would be about £10.

After hearing part of the evidence the hearing was adjourned until dates to be fixed early in March.

Objectors were British Railways, Stanley Spencer's tours, Happiway Tours, Manchester, and Smith's Tours, Wigan.



Five of these twin high-level 60-ton-capacity hoppers are in use on M1. Each hopper has three sets of discharge gates which can load 12 to 14 tons of grit and salt in under a minute. Atlas Copco KE2 air compressors control the flow and operate the gates, whilst a 50-ft. bucket conveyor feeds material into the top of the hoppers.

Joint Services Finally Separated

LAST week saw the conclusion of a long drawn-out contest between two coach operators who were at one time partners operating joint colliery express services in Co. Durham. The two, Mr. Norman O'Hara, of Spennymoor, and Mr. Albert Cadman, whose address was given as Low Spennymoor, had, since the dissolution of their partnership in 1948, operated the services under separate licences containing clauses that they were each jointly and severally responsible for the services, and were both applying to have their licences renewed.

However, only one of the applicants—Mr. O'Hara—appeared at the hearing before the Northern Traffic Commissioners, and he was authorized to continue the service. The licence of

the other applicant, Mr. Cadman, was refused because of his non-appearance.

Mr. J. L. R. Croft, for O'Hara, reminded the Commissioners that in February and March, last, his client had applied to vary the conditions on his licence so as to delete the condition that the services should be operated jointly with Cadman, on the grounds that Cadman had left the district altogether and had gone to Ilkley, having sold his vehicles to a third party. The Commissioners had been told that the National Coal Board had terminated Cadman's contract as from March 31, last, since which time Mr. O'Hara had operated the services. Mr. O'Hara was now applying to renew his licence with slight modifications to meet changes in shift working at the colliery.

London Clearway Plans Announced

THE Minister of Transport has announced plans for an experimental scheme to speed traffic between Central London and the western outskirts. The proposals include designating the six miles of the important radial route from Knightsbridge to the Chiswick Flyover a "Peak Hour Clearway."

The scheme, devised by the London Traffic Management Unit, would restrict waiting between Knightsbridge and the Chiswick Flyover between 8 a.m. and 6.30 p.m. on Mondays to Fridays and 8 a.m. to 1.30 p.m. on Saturdays.

During the "Peak Hour Clearway" times (8 a.m.-10 a.m. and 4.30 p.m.-6.30 p.m.), the general rule would be "no stopping," except in an emergency. Buses would be able to stop, pick up and set down passengers.

Between 10 a.m. and 4.30 p.m. ordinary "no waiting" restrictions would apply.

but vehicles could load or unload for not more than 20 minutes.

£648,000 SURPLUS

THE revenue estimates submitted last week to Sheffield Corporation transport committee showed that the transport department will make a gross surplus on bus and tram transport of £648,000.

Increased wages and a reduction in the working week have cost the department £200,000. An increase of £57,000 in capital works has been met from revenue, and an additional £47,000 is for renewals.

IN LIGHTS

A SUBSTANTIAL increase in advertising revenue will accrue to the Manchester Corporation undertaking if the council accept a transport committee recommendation to provide illuminated advertisement panels on the off-side of the corporation buses.

Big Leyland Export Orders

AN order for 80 buses, worth nearly £320,000, has been received by Leyland Motors, Ltd., from Compania Uruguaya de Transportes Colectivos S.A., for operation in Montevideo. This is in addition to the contract for 30 buses placed less than three months ago.

The order calls for 70 Worldmasters and 10 Leyland-M.C.W. Olympic 44-seat buses, all with Leyland 150-b.h.p. oil engines and Pneumo-Cyclic transmissions.

The first Leyland vehicles of another large order were shipped from Liverpool last week. They are 10 Super Comet refuse collectors which form part of a £400,000 order placed by Teheran for municipal vehicles. The Super Comets have Eagle Compressmore 18-26-cu.-yd. refuse-collection bodies.

The Teheran order is for 45 Super Comets, 37 Scammell Scarab 6-ton mechanical horses, 2,000 hand carts and 4,000 dust bins. Scammell 10-20-cu.-yd. refuse-collection semi-trailers are to be supplied with 30 of the Scarab mechanical horses. Five of the Scarabs will have sweeper-collector semi-trailers, and the remaining two are to have 800-gal. gully-emptying tank semi-trailers.

Revised Wages Calculator

A REVISED Headlight wages ready reckoner has now been published by "K" Publications (London), Ltd., 46 Islington High Street, London, N.1, price 2s.

In addition to detailing the increased minimum remuneration payable as from December 19 to road haulage workers employed by A- and B-licence operators, as set out in Wages Regulation R.H.(70), the new rates payable under the British Road Services Arbitration Award, dated November 21, are also included.

Overtime payments are shown for working weeks varying from 45 to 72 hours, together with the appropriate amounts for Saturday and Sunday duties for both private enterprise and B.R.S. workers. Other sections of the Wages Calculator deal with the law regarding wages and conditions for goods vehicles drivers, annual holidays, and time and mileage charts.

TRAFFIC SPEED-UP

PLANs for more than three miles of one-way streets in Central London, including Tottenham Court Road and Gower Street, have been announced by the Minister of Transport.

The scheme, expected to start on May 1, is the first of many now in preparation by the London Traffic Management Unit. It is being introduced to relieve the increasing congestion between Trafalgar Square and Hampstead Road.

T.R.T.A. CO-OPERATION

THE National Traffic Committee set up by the Traders' Road Transport Association has decided to make an approach to all highway authorities with a view to extending co-operation on projected traffic moves likely to affect a town's collection and delivery system.

A26



One of 30 Scammell Scarab mechanical horses with 10-20-cu.-yd. Scammell refuse collector semi-trailers for operation in Teheran.

Where Sidelights Are Not Enough

DRIVERS who use sidelights only in poorly lit roads are condemned in an appeal by the Chief Constable of Lancashire, Colonel T. E. St. Johnston. He has warned them that if they are involved in collisions with cyclists or pedestrians they may be prosecuted for driving without due consideration for other road users.

Criticism is also made of drivers who flash their headlamps at other motorists using dipped headlights, and Colonel Johnston says the police have noticed that drivers of heavy lorries and buses—"who are usually particularly courteous"—are prone to this. He asks them to set an example to other road users.

BIRMINGHAM-PRESTON MOTORWAY

MR. ERNEST MARPLES, Minister of Transport, has authorized the Cheshire County Council to invite tenders for the construction of the 15-mile length of the Birmingham-Preston motorway (M6) in North Cheshire, between the A54 at Holmes Chapel and the A56 at Thelwall. It is hoped to start construction in the spring of 1961.

The whole 77-mile motorway between Dunston, just north of Birmingham, and the Preston By-pass should be completed in time for the main summer traffic of 1963.

PERKINS ENGINE FILMS

TWO new 16mm. black-and-white films have been released by Perkins Engines, Ltd. Both have been made by the Perkins film unit. One is called "The Six 354" and deals with the development and production of this direct-injection engine. The other is: "Why the Diesel?—No. 1. The Vehicle Operator." This is a 10-minute film dealing with the operation of oil-engined road vehicles.

Both films are available on loan free.

Retford Firm Taken Over

THE assets and share capital of the Retford Transport Co., Ltd., Wharf Road, Retford, have been taken over by J. Clarke (Haulage), Ltd., 202 Holme Lane, Sheffield, 6. The Retford company will run independently of the Sheffield firm but in conjunction with their other depots.

Mr. J. Walker, managing director of J. Clarke (Haulage), Ltd., becomes managing director of the Retford Transport Co., Ltd., and Mr. N. P. Nicholson, of Stone Avenue, Sheffield, becomes a director and secretary of the company.

NEW REGENT TERMINAL

THE new £500,000 fuel-oil terminal built for the Regent Oil Company at Queen Alexandra Dock, Cardiff, was opened recently by the Lord Mayor of Cardiff, Alderman Mrs. Dorothy Lewis.

Built in under a year, the terminal will fulfil the dual function of providing Regent with ocean storage in South Wales for fuel oils, and of replacing their present light oil depot at Penarth by a modern installation with increased storage capacity and improved distribution facilities. The terminal is built on a 12-acre site, leased from the British Transport Commission.

I.O.T. MEMBERSHIP UP

THERE was an increase of 293 in the membership of the Institute of Transport during the year ended September 30. One hundred and ninety transferred to graduateship and 141 to associate membership. Student elections were 844 compared with 902 last year.

In the May examinations 689 candidates were successful, out of 1,425 who sat.

NEW FACTORY

A NEW factory unit at Fensgate, Peterborough, has been bought by George Iles (Peterborough), Ltd., diesel fuel injection engineers. When they have moved into the new factory they will close their present works in South Street.

Transport Tribunal Decisions

"Wilful and Deliberate" Misuse of Licence

A FIRM whose appeal to the Transport Tribunal was disallowed last week were told by the chairman, Sir Hubert Hull, that they were lucky to have been granted an A licence for four vehicles.

Sir Hubert was explaining the Tribunal's decision on the application by Shephard and Hough, Ltd., of Earlswood, Solihull, who had said the Licensing Authority should have granted them an A licence for more than four vehicles.

He said that in 1955 the appellants obtained three A licences for 24 vehicles. The licences allowed five Earlswood-based vehicles, to be used for carrying building materials within a 50-mile radius of Earlswood. Another 17 vehicles at Burton-on-Trent were to be used for carrying beer in barrels and cases within a 50-mile radius of base. The other two vehicles based at Stirchley were for a combination of both uses.

By 1959, however, said Sir Hubert, when renewal applications were made for 16 of the 24 vehicles, the vehicles were being used mainly to carry fruit and vegetables, agricultural produce, cans, canned fruit and foods, steel, and tin plate. Yet in August, 1958, the company had been officially told they were operating outside the scope of the licences.

In the next 18 months, despite the warning, they made over £44,000 gross. They could have made only 20 per cent. of that amount if they had used the vehicles in accordance with the use specified by the licence.

Because of this "wilful and deliberate" misuse the Licensing Authority had granted them an A licence in respect of four vehicles only, and had suspended the grant for three months.

Sir Hubert said the Tribunal were surprised the Licensing Authority had not rejected the applications entirely. He added: "We certainly cannot increase the grant which they were lucky to obtain."

Read's to Lose Extra Vehicles

THE appeal by five operators in the South Wales traffic area against a grant to G. Read (Transport), Ltd., Mitcheldene, Gloucestershire, has been allowed by the Tribunal. Sir Hubert Hull said the reasons would be circulated later.

Read's had been given permission to add to their A licence three vehicles for the carriage of steel.

The order setting aside the grant made by the Licensing Authority will not be effective until January 21.

Prisoner's Appeal Allowed

AN appeal by a Middlesbrough road-haulier, said to be serving a three-year prison sentence for receiving, against the Northern Licensing Authority's refusal to grant him an A licence for a lorry, has been allowed by the Tribunal.

Mr. N. L. C. Macaskie said that in refusing the application for a renewal of an A licence by George Thomas, of Station Road, South Bank, Middlesbrough, the Licensing Authority had been influenced by a previous conviction against Thomas who was jailed in 1952 for three years, also for receiving.

"In our view he (the Licensing Authority) should not have taken this matter into account at all and because he treated it as material it is sufficient to invalidate his decision," said Mr. Macaskie. There was no evidence that the fact that the appellant was a haulier played any part in the events which led to his 1952 conviction.

"We agree with the Licensing Authority," continued Mr. Macaskie,



South Africa's first Guy Trambus, based on the Victory chassis but with a conventional vertical engine, has gone into service with R. Ramdhin, of Rossburgh. It carries 80 passengers—60 seated and 20 standing.

U.S. Hauliers Close the Ranks

THE growing practice among American industrialists of using their own vehicles to carry their goods, coupled with the newer forms of piggy-backing, is providing tough competition for road transport concerns. Continuously rising operating costs—mainly due to higher wages—are making it difficult for many hauliers to cope with the private carriers on both long and short hauls.

Railways charge what amounts to a set fee for piggy-backing a trailer, irrespective of the type of cargo it contains. If the freight loaded would move at higher rates on the road, the dispatcher is in a position to save money by virtue of the railway flat rate, and, of course, will regard favourably the faster train schedules over longer distances.

Hauliers operating in the vicinity of marshalling yards are most hit by piggy-backing, for the point of dispatch must be near the railway if additional money is not to be found by the consignor to bring

his trailer to the piggy-back wagon. Another factor he must bear in mind—often beneficial to the haulier—is the time lag, sometimes considerable, necessary for train make-up.

Since the coming of the piggy-back era, many firms with small amounts of goods for dispatch have organized pooling arrangements with companies similarly placed, to take advantage of the fact that the piggy-back trailer travels at the same price whether it be loaded or merely partly loaded.

Amalgamation among contractors has been going on for some time in U.S. haulage circles, and the general feeling is that this voluntary evolution is in the best interests of the industry, for it is freely admitted that, in many areas at least, there are far too many hauliers for the amount of business, both current and in the foreseeable future. The alternative—cut-throat rate competition—has forced many a small carrier out of business.

"that the appellant's use of a B licensed vehicle to carry stolen goods was a matter of importance to which he was bound to have regard when considering the appellant's application. This bad conduct called for some kind of penalty, but in assessing this penalty regard should be paid to the prison sentence he is serving now.

"The appellant's misconduct will be sufficiently penalized if the issue of the licence which he would be granted was suspended for three months.

"We direct that subject to the application being amended to the satisfaction of the authority, the A licence be effective from March 25, 1961, to be issued in respect of vehicles specified in his application."

M.A.N. EXPAND

THE West German producer of M.A.N. goods vehicles announce that they plan to increase goods vehicle production at their Munich plant from 10,000 units annually to 12,000-13,000 units.

Meters Should Help Delivery Vehicles in Manchester

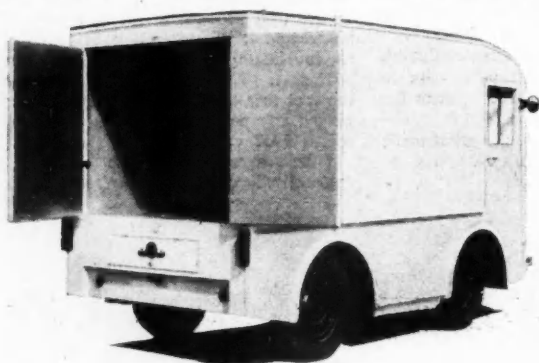
COMMERCIAL vehicle owners should benefit from Manchester's new parking meter scheme, said Mr. R. J. Evans, of Manchester surveyor's department, at a meeting of the Manchester and District Centre of the Institute of Traffic Administration. In July, 1959, he said, the department had sent out a questionnaire to all those firms requiring loading space, informing them of the proposed meter system. They were asked for their opinions, and the amount of space they required: 59 per cent. replied, and many of their views were incorporated into the existing plan.

Mr. Evans said that the standard 40-ft. loading gap had been altered where

necessary. Furthermore, provision was made in the Act to allow gaps to be extended without complicated legislation.

Waiting in these areas was allowed for only 20 minutes by any one vehicle, unless consent had previously been obtained from a police officer in uniform to exceed that period. Mr. Evans expected that the police would be very co-operative in this respect.

On the other hand, if a bay was in use, drivers should not expect to be allowed to wait indefinitely nearby until it was cleared. Given 24 hours' notice, police would arrange for parking in non-parking areas whenever this was essential, he added.



EXPANDING

THE Hertfordshire area committee of the Traders Road Transport Association have decided that the name of the new extended area will be the Chiltern area. It will include Bedfordshire, Hertfordshire, the northern part of Buckinghamshire and the northern part of Middlesex.

The extended Reading and District area is to be known as the Thames Valley area and will include Oxfordshire, Berkshire, most of Buckinghamshire and a strip of northern Hampshire.

WEST END BAN REVIEW

SCOTLAND YARD'S experimental ban on private cars and dual-purpose vehicles stopping to load or unload in the Mayfair and Marylebone parking zones, except at parking places, is to be reviewed shortly and a decision taken on whether the scheme should be ended or made permanent.

This is disclosed by Mr. R. E. G. Brown, London Secretary of the Traders Road Transport Association, who want to know how members have been affected.

B.T.C. BUSES TAKE MORE

IN the four weeks to December 4, last, traffic receipts on London Transport road passenger services were £4,382,000, compared with £4,285,000 in the same period of 1959.

On provincial and Scottish buses the receipts were £4,432,000, compared with £4,206,000 in 1959.

A28

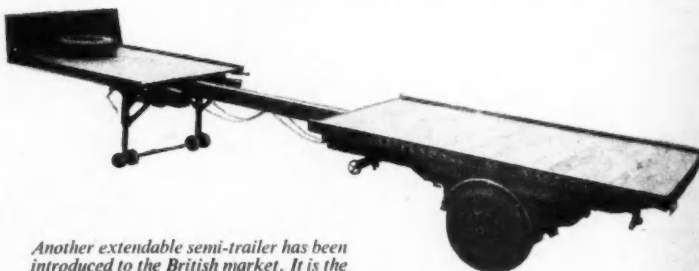
The problem of eliminating "cross infection" in the transport of hospital laundry has resulted in the building of a special body by Transport Electrics, Ltd., Jacob Street, Bristol 2., for the Mendip Hospital Management Committee. The body, mounted on a Morrison Electric 12/18 chassis, is of double skin construction, and so that cleaning and disinfecting of the interior can be thorough, all joints have been sealed and there are no square corners.

HOOGLIGANISM ON BUSES

BECAUSE disorderly conduct by passengers on buses at week-ends was becoming so prevalent, companies were finding it increasingly difficult to crew vehicles, said Mr. I. Robey last week at Lanchester (County Durham) magistrates' court.

He was prosecuting in a case against a man who admitted being disorderly on a Northern General bus, using obscene language on the vehicle, and wilfully causing damage to the conductor's spectacles.

The passenger was fined a total of £15 with £7 7s. costs.



Another extendable semi-trailer has been introduced to the British market. It is the Dyson Two-in-One model, which has a normal length of 26 ft. but can be extended in 2-ft. 6-in. increments to a maximum length of 36 ft. The model illustrated has four wheels in a line and payload capacity of 15 tons, whilst versions are available also with single and tandem axles.

Municipal Opportunities

Minhead U.D.C. ask for two refuse collectors.

Liverpool Council ask for one 5-ton refuse collector.

Manchester Council ask for one 4-ton diesel lorry with crew-type cab.

Bournemouth Council ask for two Eagle Compressmore refuse vehicles.

Bangor (Down) Council ask for one diesel-engined mechanical road sweeper.

Rochdale Council are advised to take one 3-ton Bedford tipper from Collinge Motors, Ltd., Rochdale, for £1,008.

Chichester Council are recommended to take one 2-3-ton Karrier Bantam from Adcocks' Garages, Chichester, for £833.

London Metropolitan Water Board are to take nine 500-gallon mobile water tankers from Roovers, Ltd., London, for £22,230.

Brighton Transport Department invite tenders for one Massey-Ferguson semi-industrial diesel tractor with trailer and equipment.

Doncaster Council are advised to take one 4-ton diesel Ford lorry from E. and G. Charlesworth, Ltd., of Doncaster, for £938.

Eastington (Durham) Council have accepted the tender of the Motor Delivery Co., Ltd., for the supply of a 30-cwt. Austin van.

Oxford Council Watch Committee recommend the purchase of a Morris J4 van at £590, for use as an additional van by the police.

Suffolk and Ipswich fire authority ask for one emergency tender, one water tender, one Land-Rover, two Hillman Minx saloon cars.

Shipley U.D.C. have accepted the tender of G. B. Corner and Sons, of Leeds, amounting to £344 for the supply of a 7½-cwt. vibrating roller.

St. Albans Council ask for one 10-12-cwt. capacity drop-side truck, with two-seat driving compartment. A 10-cwt. Bedford truck is offered in part-exchange.

Sheffield Council are recommended to take, from Kennings, Ltd., Sheffield, 1, an industrial Fordson tractor, diesel-engined, with specified extras, for £1,097.

Newcastle upon Tyne Council have accepted the tender of Minorities Garages, Ltd., Newcastle, at £2,460 for the supply of two Karrier Bantam refuse collectors.

West Hartlepool Corporation have accepted the tender of Gates Motor and Engineering Co., Ltd., West Hartlepool, for the supply of a new ambulance.

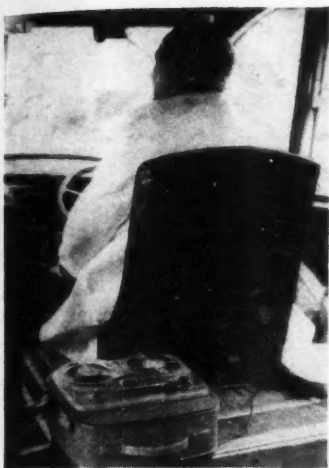
Oxford City Council Water Committee have recommended the purchase of two Morris 5-cwt. vans at a price (including an allowance of £20 for painting) of £404 15s. each.

Sunderland Corporation have accepted the tender of A.E.C. (Sales), Ltd., Southall, at £16,541, for the supply of seven single-deck bus chassis; the tender of Transport Vehicles (Daimler), Ltd., Coventry, at £3,170, for Fleetline bus chassis; and the tender of Park Royal Vehicles, Ltd., London, for a bus body to carry 70 passengers, at £3,110.

Northampton Transport Committee recommend acceptance of the quotation of Transport Vehicles (Daimler), Ltd., for the supply of six omnibus chassis fitted with Gardner engines, at a cost of £2,599 per chassis, and the tender of Chas. H. Roe, Ltd., for the supply of six omnibus bodies of composite construction at a cost of £2,430 per body.

Northumberland County Council have accepted the tenders of Murray and Charleton, Ltd., Newcastle, at £8,225 for the supply of seven Austin diesel motor wagons, and Charles G. S. Buis, Ltd., Newcastle, at £6,332, for six Morris diesel wagons.

The tender of G. Halliwell, Morpeth, at £1,295, has been accepted for the supply of a mobile library.



To keep the passengers happy . . . Mr. William Harris, of Britiens Lane, Sevenoaks, Kent, has fitted a Grundig tape recorder behind the driving seat in one of his coaches.

Scottish Bus Companies Hit

BEFORE the Glasgow electric train service was withdrawn on December 18, bus operators in the area had been seriously affected, it is learned.

In the first week of the electric service there were 400,000 passengers, against an average of 170,000 in the comparable week of 1959. More than 50,000 people were using the service every Sunday.

The bulk of the new traffic was taken from p.s.v. operators. The Central S.M.T. Co., Ltd., were particularly affected and a report has been compiled by inspectors of the company to show the impact of the competing service on Central bus services, particularly on the routes to Helensburgh and Balloch.

New Transport Companies

Alba Motors (Delivery Services), Ltd. Cap. £1,000. Dirs.: Douglas A. H. Smith, 20 Willmott Road, Little Sutton, Warwick; Walter F. White, 98 Pickwick Grove, Moseley, Birmingham, 13; Alfred H. G. Brunies, 30 Colledge Road, Kingstanding, Birmingham, 33. Sec.: D. A. H. Smith. Reg. office: 591-603 Warwick Road, Tyseley, Birmingham.

F. Gwyn Hoppe, Ltd. Cap. £5,000. Dirs.: Frederick G. Hoppe and Hilda Hoppe, both of Dilusha, Mumbles Road, Swansea. Sec.: Hilda Hoppe. Reg. office: Millbrook Yard, Landore, Swansea, Glam.

Romal Services, Ltd. Cap. £2,000. Dirs.: Edgar D. R. Malpass, 4 Bath Row Cottages, Bath Road, Kings Langley, Stonehouse, Glos; Gerald Ireland, 337 Clydach Road, Morriston, Swansea; John J. Powell, 22 George Street, Stroud. Sec.: John J. Powell. Reg. office: 22 George Street, Stroud, Glos.

Haley Brothers (Chopwell), Ltd. Cap. £10,000. Dirs.: Joseph Haley, 7 Scott Terrace, Chopwell, Newcastle upon Tyne; Finlay M. Fyfe, Raeburn, Chopwell, Newcastle upon Tyne; John K. Haley, Sec.: Norah S. Fyfe. Reg. office: Raeburn, Chopwell, Newcastle upon Tyne.

Wright Motor Body Repairs, Ltd. Cap. £100. Dirs.: Donald G. Prestleton and Winifred Prestleton, both of 37 Fastmoor Oval, Marston Green, Birmingham, 33. Sec.: Winifred Prestleton. Reg. office: Fourth Avenue, Green Lane, Small Heath, Birmingham, 9.

Quicksilver Transport, Ltd. Cap. £100. Dirs.: Frederick A. J. London, 18 Westfield Way, Ruislip, Sidcup, Croydon, 74 Chantry Road, Birmingham. Sec.: M. J. London. Reg. office: 18 Westfield Way, Ruislip.

Not Entitled to Skim The Cream

HAULAGE contractors who are operating 40-ft.-long trailers are in "a specialized field and need some form of protection," said Mr. G. W. Duncan, deputy Northern Licensing Authority, at a public inquiry which was held in Carlisle last week.

"It does not follow," he added, "that someone who buys a 40-ft. trailer is entitled to skim the cream of the business from those who specialize in this field."

Robinson Transport (Carlisle), Ltd., of Newtown Industrial Estate, Carlisle, applied for the variation of an A licence by the addition of one articulated vehicle and three alternative trailers, a low-loader, a platform-trailer and a 40-ft. flat trailer.

The application was granted except for the addition of the 40-ft. trailer, subject to the surrender of a special A licence at present held by the company.

Minibus Application Refused

AN application by Mr. J. Ingleby, a former miner, of Annitsford, Northumberland, to use a 12-seater minibus to carry workmen to and from their work at certain factories, was rejected by the Northern Licensing Authority.

Ingleby admitted that he had been using the vehicle for this purpose until United Automobile Services, Ltd., had lodged complaints. He said he had had to give up his work as a miner for health reasons and had bought his minibus for £800.

The United company said there was no demand for the additional service, and Mr. J. A. T. Hanlon said workpeople who were not satisfied with the arrangements for getting them to work should see the bus company.

Use The M1

AN appeal to drivers of vehicles carrying wide loads and abnormal indivisible loads to by-pass St. Albans by using the M1 through Hertfordshire and not the A5 or the A6, has been made by the county's chief constable.

The law on wide loads, it is pointed out, is no different from that on ordinary roads and all that is required is the usual notice. "Loads as wide as 17-ft. have gone along the M1 unescorted in perfect safety and at quite a pace," it is stated.

For abnormal indivisible loads the regulations are the same as on ordinary roads except that no load over 14-ft. wide may use a motorway without specific Ministry of Transport authority.

Superintendent F. W. Pritchard, of the Hertfordshire traffic department, says: "We suspect that operators sometimes avoid the M1 through ignorance either of the regulations on the matter or of its potentialities as an easy and rapid route for large vehicles."

Air Freight

THERE is a steadily increasing interest amongst British exporters in the advantages offered by air transport, used in conjunction with the normal road or rail feeder links. "Goods by Air," a new booklet published by Chamber of Commerce Publications, 68 Queen Street, London, E.C.4, at 2s. 6d., will prove most useful to those who are investigating the possibilities offered by the international airlines, writes Tom Walkerley.

Briefly, goods can be conveyed by scheduled flight or charter aircraft. In many cases the cost is by no means prohibitive and in some cases is actually less than consignment by surface means. Although the freight charge, based on weight and distance, is a good deal higher than that quoted by the steamship companies, it is frequently offset by reduced outlay on heavy packaging and by lower insurance rates.

This informative little booklet clarifies the issue for the newcomer in the export-import market, indicating where special rates exist, outlining the functions of the forwarding agent and showing how the road or rail carrier fits into the picture. The appendices list the major British airports, the airline freight offices and the agents and airbrokers.

LOADING BAN INQUIRY

THE East Midland Division of the Traders Road Transport Association is tabulating the information gathered in a week-long census of collections and deliveries by goods vehicles in Derby.

Derby Corporation are proposing to ban the loading and unloading of goods vehicles in 38 streets in Derby between 8.15 and 9.15 a.m. and 4.45 and 6 p.m. on Mondays, Tuesdays, Thursdays and Fridays.

1961—AND BEYOND

"Park 'n Ride" to Keep Buses Moving

by
**John Spencer
Wills**

*Deputy Chairman
and Managing
Director, British Electric Traction Co., Ltd.*



STARTING with the short-term part of my terms of reference, it is heartening to note that for many companies 1960, in spite of the appalling weather, has been a better year than 1959. I see no reason why 1961 should not also be a successful year, but I think we must expect some further recession in the number of passengers and some pruning of services, especially in rural areas.

To meet ever-rising costs we have got to look to every economy we can, and once again, next year, I expect to see an increase in the number of one-man buses, which have already proved so successful. The time lost in collecting fares has proved less than was at first anticipated, and many drivers have said how happy they are with this new arrangement, not only because they receive the extra 15 per cent. on their wages, but also because it puts them in closer personal touch with their passengers.

We have been pressing the Ministry of Transport very hard for an increase in "box" dimensions, and it now seems likely that in 1961 manufacturers will be able to start production of the first 36-ft. by 8-ft. 2-in. vehicles. The increase in productivity obtained when these vehicles can be put into service will, I hope, do much to balance the likely loss of revenue to which I have referred.

As to the long-term prospects of our industry it would be dangerous to draw too hasty deductions from the fact that both passengers and mileage have been steadily receding ever since 1955. Nineteen-fifty-five was a peak year, the result largely of a post-war shortage of buses and private motorcars, and to see the matter in its true perspective we must go back to 1938, as it is a fact that in 1960 the buses are carrying almost half as many again the number of passengers that they were in that year.

Many More Workmen

The reason is not far to seek: there is more employment; there has been great expansion in all forms of industry, so that there are many more factories—which means that there are many more workmen to carry to work; and the standard of living has substantially improved, which means that the common man has developed travelling habits on a much greater and more ambitious scale than before the war—today, for example, he goes abroad in his thousands.

The two main factors causing the downward trend which has been evident since 1955 are: first, television, which keeps many people at home in the evenings and at weekends; and, secondly (and more important) the enormous growth of private transport, which has, not unnaturally, so far made itself felt to the greatest extent in rural areas. This has naturally led to a severe contraction in bus services in those areas, and though no cuts of this nature are made without the most careful consideration, it is most disheartening that a Government which professedly desires to see the maintenance of an adequate system of bus services in rural areas still insists upon maintaining an artificial addition to our operating costs of something like 10 per cent. I refer to fuel tax. But although the loss of

passengers is so far mainly in terms of percentage in the rural areas, as might be expected, the urban and semi-urban services are also beginning to feel the draught.

I am constantly being asked whether I can see any future at all for the bus when the private motorcar has reached the stage where there is one car for, say, every two adults, as in the U.S.A. My short answer to this is, "yes," which I say with confidence.

It must be remembered that a high percentage of all passenger journeys, whether by car or by bus, begin and end in a town or city. Broadly speaking, I expect the roads and the motorways of the future to cater reasonably adequately for the cars of the future between the towns and the cities, but the position inside the towns and cities themselves is another matter altogether. Even today there are far too many cars for the average city to absorb without two periods of acute indigestion every day.

Strike Chaos

Recent rail strikes and bus strikes in London have provided a powerful illustration of the chaos which is created if everyone tries to make up for the lack of public transport by coming in by motorcar—yet the number of cars being licensed every year is increasing enormously. More by-passes for through traffic will certainly help, but even then it is obvious that, unless something is done, a stage of standstill will soon be reached. I should not like to suggest a legal ban on cars coming into the cities; I think the present Government policy of discouragement by parking meters is probably the right one in the present climate of popular opinion, but very soon the motorist (at this stage almost identical with the general public) will himself be looking critically at a line of 100 cars covering over half a mile and carrying only 150 passengers, and he will be saying: "Two buses could have taken the lot."

This brings me to the policy of providing large underground or multi-storey car parks, as a means of easing congestion in the streets. I am a motorist as well as a busman, and I must be the first to admit that a city closed to all motorcars would be a miserable city indeed. But having said that I must also point out the potential dangers of undue reliance upon this solution. By all means build your large car parks, but only if (and this is a very big "if") restrictions upon parking in the streets are rigidly enforced.

Unless this condition is fulfilled, the only result will be that there will be more cars than ever coming into the city, and the congestion will be far worse than before.

I should make it plain that when I refer to restrictions upon car parking, I include the economic restriction or discouragement represented by a really high fee registered on the parking meter, as I think it is in this method of economic sanction that lies the best solution to the problem. Even a high fee is unlikely to be enough to remunerate the capital invested in the space occupied. I should expect the parking meter charges to be scaled down in proportion to their distance from the centre of the city, and calculated upon the basis that when a motorist has reached a distance at which he feels he can afford to pay—at or near the perimeter of the city—it will be too far for him to walk and he will have to use public transport.

I therefore visualize large, cheap car parks on the perimeters of the cities of the future, with fast moving public transport into the city centres. The Americans call this: "Park'n ride." If this broad plan is adopted, and I can see

no practical or acceptable alternative, it follows that the bus, far from being outdated, has a great future.

I would only add that any attempt, in 1960, at making prophecies about the transport of the future must be quite unrealistic without mention of the air. Fifteen years ago we in the B.E.T. thought that the helicopter was the aircraft of the future and that it would shortly revolutionize all forms of transport. Whilst this may still well be true, our hopes that the very high running costs of this aircraft might be substantially reduced were not realized, and for this reason and others of a political nature we had to abandon our interest in this sphere after a year or two.

However, with the rapid development of vertical take-off and landing aircraft, it does seem a distinct possibility that aircraft of this description, capable of running at an economic cost, may be available in the not-too-distant future. In that case it might well be the V.T.O.L.s, rather than the motorcars, which will be parked on the perimeters, and their passengers who will take the bus into the city.

Higher Production, Increased Exports

AS the new year opens, prospects are good for higher production, increased exports and a general expansion in demand at home and abroad. Production figures during each month of this year have been running consistently above those for 1959 and by the end of December the total should be in the region of 445,000, 85,000 more than in 1959. Exports, too, have been buoyant.

These figures and the factors germane to the industry's present fortunes provide good grounds for optimism. At home, the removal of purchase tax on goods vehicle chassis has provided, and should continue to provide, a stimulus to production to the benefit economically of both the home and export market.

Abroad, the firm base Britain has established in so many countries, of which Finland, Holland, Australia and South Africa are but instances, stand as evidence of the reputation for the British product, and of the experience applied by our manufacturers in meeting all kinds of demand. Herein lies the basis for the industry's assault on the growing markets in underdeveloped regions, as well as in the Common Market countries and the U.S.A.

Already, Britain is the largest exporter of commercial vehicles in Europe and the second largest in the world. To retain this position, it is vital that she should be enabled to meet a wide range of demand and take into account conditions which are particular to a single region, however small. It is for this reason that many vehicles are built in this country which are destined specifically for export; it is for this reason, too, that the major research and testing centres, M.I.R.A. in particular, lay strong emphasis on creating, artificially, the kind of conditions which exist abroad.

Beyond this, of course, British prototypes before going into production, are tested exhaustively under genuine overseas conditions. The kind of success these approaches are achieving receives testimony in the export returns.

As for the vehicles themselves, certain points emerged at this year's Commercial Motor Show which seem worth recalling in so far as they signpost coming events.

by
**The Hon.
Geoffrey
Rootes**

*President of the
Society of Motor
Manufacturers
and Traders*



There is, for example, among the lower payload types, an obvious trend towards ease of access in forward control vehicles, highly important where a driver is working a local delivery round; and the forward control vehicle itself has, of course, the advantage of permitting a shorter vehicle for any given load-space—an advantage that in these difficult times of over-congestion on urban roads all contributes to reducing the strain.

Outside the towns, the growing motorways system will probably quicken the tendency towards the use of articulated vehicles, and encourage a move towards higher power as a means of keeping pace with the speedier flow of traffic that these roads permit; while at the same time there are signs that power-assisted steering is becoming more popular. On passenger transport, at least, we can envisage the increased use of air suspension, automatic transmission, integral construction, and disc-brakes.

Meanwhile, the trend of events continues to suggest that the commercial vehicle will occupy an increasingly central place in the economy of this country and of almost all others.

Here, in Britain, the moves towards road improvement, particularly in the towns, will surely bring the commercial vehicle into its own, as an invaluable tool of industry and passenger transport. Overseas, the needs and the demand are only just beginning.

It seems certain that 1961, like 1960, will be a year to remember.



No Cause for Worry in the Long Term

by
S. C. Bond

*President, Traders
Road Transport
Association*

DURING the past four years, apart from the normal pauses for breath, the economy of this country has continued steadily to progress, until a few months ago. By that time there was a general feeling of prosperity and optimism and although in the closing remarks of my New Year's message for 1960 I made certain reservations, I saw no reason why we should not look forward to an outstanding year. I added that the only obvious possible danger would be the renewal of inflationary pressures in the home market. Unfortunately this developed as the year wore on and the Government was obliged to introduce restrictive measures to check the trend.

It would seem that these have indeed been effective, but only at a certain cost. The hire-purchase debt has certainly gone down, but unwelcome patches of unemployment are appearing, particularly in the motor industry. This development has so far not yet hit the commercial vehicle industry to any appreciable extent, and it is heartening news that most of our principal makers have full order books.

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Unless the position can be rectified, however, the effects will eventually be felt through the whole of trade and industry and a serious depression could develop.

In the meantime, both the Bank of England and the Government spokesmen have gone out of their way to stress that the general policy of credit restraint must remain. This has proved effective in the past and we can only hope that they are right. But I hope that the pendulum will not be allowed to swing too far in the other direction.

I referred last year to three major problems which then confronted the Minister of Transport: (a) the density and flow of urban traffic in our large cities, particularly in London; (b) the urgent need for road reconstruction and development on an increased scale and at a vastly increased tempo; and (c) the apparently almost insoluble financial difficulties in which the British Transport Commission finds itself.

Little to Show

It seems to me that at the end of another year these are still the three major problems connected with transport that confront us. Although there have been developments, for after all nothing is static, it would seem to an impatient man that there is very little to show for the past year's work. I suppose we must try to take a dispassionate view

and realize that not only are the problems daunting in intricacy and extent, but they are actually increasing in complexity and volume all the time—a sort of one step forward and two steps back.

To take the matter of urban congestion, I should think that everyone would agree that there has been a deterioration, as might indeed be expected, because of the increased number of vehicles on the roads. It would seem to the outsider that little or nothing has been done to provide off-street parking for motor vehicles, particularly in London. Whatever may have been done has certainly been inadequate. There would appear even now to be little serious attempt to tackle this aspect of the problem, either by the Ministry, who say it isn't their responsibility, or by local authorities, who say they haven't the money. The only positive steps taken during the year were perhaps the extension of the parking meter scheme in Central London and the Pink Zone at Christmas-time.

Palliatives

The T.R.T.A. has lent its full support to both these arrangements, but of course they apply only in London and even then only to a limited part of London. In any event they are palliatives rather than cures, and will contribute little to the lasting solution of our difficulties.

During the year the Road Traffic and Roads Improvement Act, 1960, came into effect. Among other things, this gives local authorities the widest possible powers to impose bans on the loading and unloading of commercial vehicles in busy streets.

The T.R.T.A. felt that the new powers were altogether too wide and opposed them most energetically. Some modification of the original proposals was secured, but it cannot be said that we are entirely satisfied with the result.

Fortunately good relations have been established over a long period with local authorities generally, and we have always found that they are prepared to take a sensible view in relation to the inescapable needs of trade and industry. We hope, therefore, that they will continue to consult interested and expert bodies, such as the T.R.T.A., well in advance of any traffic proposals they may wish to introduce, so as to give vehicle operators and all other affected interests an opportunity to state their case.

Importance must be Recognized

I would emphasize once again that goods vehicle operators do not wish to set themselves up as a privileged class, but in this day and age it is essential that their importance should be recognized. The legitimate needs of trade and industry must not be subordinated to traffic flow, which after all is not an end in itself.

On the subject of the urgent need for road reconstruction on an increased scale and at a vastly increased tempo, I am sure that I am voicing a general disappointment at the apparent lack of progress made in 1960. It is true that a good deal of work is going on all over the country and many schemes of road construction are in hand. All of these will undoubtedly make their contribution in due course, but after the opening of M1 there seems to have been something of a pause, so far as really big projects

are concerned, when really what was needed was an even greater spurt. It is a pity that all the men and equipment assembled for that wonderful piece of work could not have been turned immediately on to continuing developments of similar magnitude. The plans should have been ready and the money should have been made available.

In saying this I am not unaware of the many difficult problems involved, including those of labour, but at the present rate it will be years before the road system has any chance of measuring up to the increasing demands made upon it. We really must press on.

The Railways

With regard to the railways, we now have the interesting Government White Paper, which was published shortly before Parliament went into recess. Can it be that notwithstanding the very valuable report of the Select Committee on Nationalized Industries which reported on British Railways in July, 1960, and notwithstanding the recommendations of the Special Advisory Group, under the chairmanship of Sir Ivan Stedeford, set up by the Prime Minister in March, with certain explicit terms of reference, the Government is still unsure as to how the railways should be dealt with? The broad principles—ignoring other effects—enumerated in the White Paper seem to be little more than a switch in management. In giving effect to decentralization, however, I fear they may err in going too far.

Like traffic flows, decentralization is not an end in itself and will of itself achieve nothing. On the contrary it could be harmful in many ways, which space does not permit me to go into now in any detail. But we must be careful not to put the clock back!

Whatever happens, it seems clear that 1961 will be an eventful year, not only in transport but also in the wider context of national stability and prosperity, and beyond that in world affairs as a whole. The latter inevitably must have their effect upon our own lives and prosperity. Not the least of the influences which will bear upon all aspects of these difficult problems is the change of Government in the United States. This will almost certainly have the widest repercussions, not only upon world political developments but upon the internal trade and industrial conditions of other countries. All over the world we see countries disturbed and torn apart by racial, political and economic difficulties. The surge of ultra-nationalism sweeps on.

The new Government of the United States will have an unrivalled opportunity by strong and sober leadership to

influence the march of events and bring sanity and tolerance back to their rightful places. Let us only hope that it has the courage and the men to do so.

At the time of writing the immediate future seems clouded with doubt and pessimism. My own feeling is that in the next few months things may get worse in some ways, politically and economically, but that so far as this country is concerned in the long term there is no cause for worry.

The overriding need is for our balance of payments position to be improved, and this as quickly as possible. It can only be achieved by increasing our general flow of exports in relation to our imports. The Prime Minister was, of course, absolutely right in emphasizing the need for this a few months ago when the stringency began to be felt, but, like so many other things, it is easier said than done. We have many astute and aggressive competitors in the markets of the world.

But let us be of good heart! The industrial potential of this country is tremendous. We are second to none in our technical and scientific knowledge. As long as we can avoid labour difficulties and keep inflationary pressures within reasonable bounds—as long as we keep our heads and pull together—I am sure that we shall be alright. By the end of 1961 we shall be able to look back with satisfaction and some pride on a heavy and arduous year's work well done.

C Licences

The reader may think that I have not said very much about C licences and C licence holders. Indirectly I have done so—for the C licence holders are a complete cross-section of the trade and industry of the country, from the largest industrial undertaking to the small one-man business.

When, therefore, I have been speaking in general terms I have been speaking equally for the particular part of industry that is concerned with carrying its own goods in its own vehicles—and a pretty large part it is.

The case for C licence operation does not need to be restated by me in this New Year's message. It is well known, and was even confirmed officially, I suggest, by the closing remarks of no less a person than the Parliamentary Secretary to the Ministry of Transport in the recent debate in the House of Commons.

On this note, therefore, I will close, and I wish all the readers of *The Commercial Motor* the best of good luck and a prosperous and fruitful 1961.

This 6½-ton pantechinon van has recently been supplied by Thornycroft to the repeat order of Watts Bros. (Beverley), Ltd., the Yorkshire operators. It is based on the 17-ft. 6-in. wheelbase Swiftsure chassis, which is particularly suitable for a body of this type due to its low chassis height. The power unit is a Thornycroft 85 b.h.p. oil engine. Body and cab are of integral construction, and are by Holmes (Preston), Ltd. The cab and the roof of the body are constructed in fibre-glass, and roller shutters each side of the van have nylon runners. The coachbuilding, lettering and decorative designs were carried out in the customers' own paint shop, the colour scheme in this instance being grey and maroon. The vehicle will be used for furniture delivery and door-to-door services in the East and North Ridings of Yorkshire.



The Key to the Future—Licensing

LICENSING is more than likely to hold the key to the future of road haulage. This may seem an unexpected prophecy, especially because, so far as we know, the Government have no present plans for amending the licensing regulations. I base my opinion on the probability that, as the Government proceed with their own solution to the many other transport problems now facing them, they will find it necessary before long to consider the increasingly important rôle that will be played by hauliers. When the time comes, an obvious first step will be to adapt the licensing system to meet the new requirements.

The restrictions imposed by the system were intended primarily to be of assistance to the railways. A secondary consideration, but one that should not be lost sight of, was the help that the system might give to responsible hauliers.

Nearly 30 years ago the railways were still the predominant partner in transport, but were already feeling the effects of competition from a new and vigorous rival. For this reason, and because the railways were subject to certain restrictions from which road carriers were free, the Government thought it proper to impose some brake on the increase in the number of road goods vehicles carrying for hire or reward.

There was also a widely held opinion that, apart from the possible harm that was being done to the railways, road haulage was expanding too quickly, with the result

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that irresponsible newcomers to the industry were unable to maintain their vehicles properly, or even to stay in business at the rates they were charging, and ended up in the bankruptcy court.

Whether or not this assessment of the situation was correct, it did have a considerable influence upon the Government at the time.

For the Common Good

The creators of the licensing system must have believed also that they were acting for the benefit of traders and manufacturers, especially those who wished to carry their own goods. The ancillary user, as he was then called, was given complete freedom to continue to operate under C licence and it was the intention that he should also have available a properly balanced and stable body of professional carriers by road and rail.

The situation has already changed considerably, and is likely to change even more as the Government plans for transport take effect. The railways have long ceased to be the dominant partner. The obvious way out of their financial difficulties is to streamline their activities so that they can concentrate on the kind of traffic which they may hope to be able to make pay, and leave other traffic alone. This appears to be the underlying motive of Government policy at the present time, and it would obviously involve releasing the railways from any obligation to carry all the traffic that may be offered to them.

Some arrangement must be made for dealing with the goods that the railways can no longer handle. The obvious alternative would be a road haulier, the very man who,

by
J. B. Mitchell

*National Chairman
of the Road
Haulage Association*



of all transport operators, finds his activities at present most closely circumscribed.

The present licensing system could be used to enable a haulier to enlarge his field of operation and his normal user in order to meet the new requirements. His case would no doubt be given sympathetic consideration in the traffic courts. The procedure would still be slow and cumbersome. The trader might well feel that it would be less trouble for him to put his own vehicles on the road. Alternatively there could be an influx of outsiders prepared to take the traffic without holding a licence at all, an abuse that is already growing and that the authorities must be anxious to put down.

Encourage the Haulier

On the assumption, which seems inevitable that the contraction of the railways will release several million tons of traffic, the Government should be clear in their own minds about where that traffic should go. Other things being equal, the professional haulier ought to be encouraged to take the work, instead of being discouraged or even forbidden as he is likely to be under the present system.

An almost inevitable concomitant of any licensing system is an illicit fringe. There has always been unlicensed road haulage and recently it has reached almost alarming proportions, particularly on new road works. Could it be that the present system encourages illegal operation by opportunists simply by its inflexibility?

The operator who naturally wishes to expand his business in order to keep pace with the demands of his customers, and with the growth of trade and industry in general, finds himself enmeshed in a coil of case law that is becoming more and more tangled.

Increasingly Difficult

The Licensing Authorities are doing their best—and it is a very good best indeed—to see that their function is carried out: that is to say that a reasonably adequate supply of road transport is available for the needs of trade and industry. The task is becoming more and more difficult as the target becomes increasingly obscured by events within the transport industry.

As a result there may well be opening a gap between the likely needs of the customer and the facilities legally available to him. Into this gap there rushes a miscellaneous collection of soldiers of fortune who see the chance to make some money quickly before the law or the finance company catches up with them. Perhaps it would be more

sensible to bridge the gap by allowing somewhat greater freedom to the operators already in business.

The majority of traders, of course, will have nothing to do with the unlicensed operator, and in present circumstances are at times thrown back on their own resources. This may not always be what they really want, and there is also a danger in it. Even the one solid benefit conferred on trade and industry by the legislation of 1933, namely the right to operate their own vehicles under C licence, is not altogether safe. The rapid increase in the number of vehicles on C licence makes them vulnerable to criticism at a time when the expansion of road traffic in general is aggravating the traffic problem.

The Socialists have always had an eye on the possible restriction of the freedom of the C-licence holder, and there seems some thought even in a section of the Conservative Party of curtailing their activities, by the institution of another tax or levy.

Unnecessarily on the Road

The main criticism is that traders sometimes put vehicles on the road unnecessarily, for reasons that may have nothing whatever to do with the efficient transport of their goods. I am sure that one of the reasons is that they would rather start their own transport departments than suffer the rigors of the traffic court in support of a haulier's application to improve his services to them.

It is reasonable to suggest, therefore, that the Government should look with favour on amendments to legislation which would allow existing responsible hauliers to absorb traffic that would otherwise have to be dealt with either illegally or by the expedient of putting more C-licence vehicles on the road. It is possible that the Government will take the lead in proposing such legislation, once its value and inevitability become plain.

There is good reason for supposing that the railways themselves will not object. They should know from experience that if they discontinue a particular service because it is uneconomic, some of the people who have been using that service will decide, unless an alternative is readily available, to buy their own car or lorry. Once those people have done so they will look for other ways of employing the vehicle. This may lead them to take away other traffic at present going by rail.

The railways are bound to do all they can to prevent the vicious circle that may thus be created. They would be well advised, before discontinuing a service, to make sure that there are other services available from public carriers (whether nationalized or independent) to keep the customers satisfied. In this respect at least an expansion of road haulage can actually be of benefit to the railways.

Opportunity to Enlarge

The changes that one may expect to see in the licensing laws may at some point tighten up the system but at many other points should relax it. My own view is that the established haulier, with his experience that ought to be of incalculable value to the community, should be given the opportunity to enlarge his activities so as to meet any shortage of transport created by the contraction of railway activities. With a little help from Parliament, the haulier will be better able than at present to divert the attention of the trader from turning to the C licence as his first choice, or from pursuing dubious paths outside the law or only just inside it.

It would be rash of me to make any precise prophecy about the changes that may soon be made in the licensing system. I have only tried to state some broad principles that I hope will be borne in mind when any revision of the laws on licensing is contemplated.

Which Road to the Future

ALONG which road shall we be travelling in 1961 and the years beyond? Will it be a brave new road, specially and sensibly designed for 20th-century traffic? Or will it still be a narrow winding lane leading to nowhere—nowhere, that is, except to the next traffic jam, and the next, and the next . . . ?

If a definite answer is wanted read no further, I am unable to provide it! What is more, I am quite certain that no one else can, either. However, a New Year is a time for hoping, and I would like to set out briefly my hopes for a future road system.

There is little point in recounting what is wrong with the present system. After all, is there anyone now who does not point at it the finger of scorn—and dismay?

Figuratively, I would like to turn my back on the present trunk roads of Britain, many of which cover tortuous routes up hill and down dale, and are distinguished only by their dangerous blind corners and their thousands of congested roundabouts and cross-roads.

As a matter of extreme urgency—and that point cannot be over-emphasized—Britain must be provided with roads to serve industry in what must be an era of expanding prosperity. Gone must be the days when—as now—some

by
Lord Derwent

*Chairman of
the British
Road Federation*



£600m. was wasted every year on traffic jams, accidents, delayed freight, and vehicle wear and tear.

One of the most important features of industrial expansion in recent years has been the tremendous increase in the use of commercial road transport. But alongside that has been another prominent feature: the virtual absence of any developments to cater for that increase in traffic.

It is true that the Government has announced a rise in the road spending programme. But is it not evident that even this is only a pitiful fraction of what is required? We have M1; we have Ross Spur; we have . . . well, what else have we? Proportionate to the needs, we are left with

what can only be described as a few scattered bits and pieces of good roads.

We have been told that the amount to be spent on the whole road programme from Exchequer funds in 1962-63 will be some £100m. Should this cause us some pride? Should we breathe a humble "Thank you" to an enlightened Government?

We should not! The news is humble, not our reception of it.

Nine million vehicles stagger and shudder down our trunk routes today. Surely, it is not too unfair to suggest that the Government looks ahead, say, to 1970, when there might well be 17 million vehicles in use. There must

be many more M1s by then. Make no mistake about it. If there are not, the situation might well

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be beyond recovery, and that will be disastrous.

So much, then, for rural motorways. At least, *some* are being built. Down in the grey-brick forests of Whitehall at least *someone* appears to be stirring.

But that same forest is still petrified so far as urban motorways are concerned. It is hardly believable that there is not one in the whole country. The result of that inconceivable inertia on the part of those responsible for road policy is common knowledge. There is not a single city or reasonably sized town which can be entered or left with ease.

Profitable

By their nature, urban motorways are expensive. But if they are properly designed and sited, and have adequate terminal facilities, they can very quickly pay for themselves and, indeed, can be the most profitable—in terms of savings to the community in cost and time—of all highway developments.

It is often argued that difficulties with regard to underground services make the building of new urban roads a lengthy affair. But Belgium, to take only one example, seems to have the know-how. In less than two years roads, including underpasses, worth some £14m. were built in Brussels—a city, incidentally, quite adequately provided with all the below-surface impedimenta of a modern city.

Back in October, 1959, after he had opened a by-pass in Yorkshire, the Minister of Transport said that because the problem of congestion was difficult there was no reason for shirking it. Be bold, he declared. Be imaginative, he appealed. Fine words, stocked with common sense. The Minister, incidentally, was Mr. Marples. He had just gone into the job. Where did the boldness go? What happened to the imagination?

Parking Facilities

Of course, there is more than one reason for congested streets. Urban motorways would help considerably to free them, but hand-in-hand with such development must come adequate off-street parking facilities.

If living in towns and cities is to become a preference instead of a penance, there is only one way to achieve it—adapt them to the motor vehicle. I must confess to becoming exasperated sometimes by the antimacassar thinking of many people who should know better. How can they seriously suggest, as some do, that cars should be banned from city centres? For them, time leaps backwards. This is not the age of the hansom cab. This is rapidly becoming the age when every family will own a car—and will insist on using it.

To prohibit the vehicles would be to eat away the heart

of our industrial and commercial centres. It would affect the very functions for which cities exist. Commercial undertakings would move away to areas where access by traffic was easier, and would thus contribute towards an ever-wider urban sprawl.

No. Traffic must be allowed into the centres, and once there it must be able to find parking spaces. In the coming months and years we shall probably see a countrywide extension of the parking meter system. In London, this has certainly helped to cut down some of the crippling congestion, but it is only a negative control. The person who wants to park for longer periods must be provided with adequate off-street facilities.

Various Types

No doubt, the form to be adopted for these will differ. Some cities and towns will adopt the roof-top type of parking, which is having such a success in Coventry; elsewhere, multi-storey garages will be built; other authorities may favour building underground.

Whatever the solution, I shall be very surprised indeed if every city and town does not, within the next decade, discover that it is in its own interest to "arrange" for public off-street parking to be provided.

In conclusion, I would touch upon a matter which is of direct interest to many readers.

A large proportion of goods vehicle operators who hold C licences conduct their businesses within a comparatively small area, and much of their driving is of a routine nature, such as those on regular "rounds" like bakers, milkmen, and so on.

By law, they have to keep daily records even though these are always practically the same. There must be more sensible ways of keeping a record in such circumstances, ways that do not jeopardize the observance of the obligation not to exceed prescribed maximum periods of driving.

Earlier this year my Federation renewed its suggestion that a "once-for-all" certificate, which would serve the purpose of a daily record, would be the ideal solution. The Minister was reminded that his predecessor, Mr. Harold Watkinson, writing about the "once-for-all" idea in 1955, said: "I agree that the law at the moment is so comprehensive that it can produce some unreasonable and even absurd results."

At the invitation of Mr. Marples, Federation representatives attended a meeting at the Ministry of Transport last June.

"Still Considering"

What has happened since then? Nothing, except that the Minister told the House of Commons on November 30 that he was still considering the Federation's proposals.

I can do little better now than to echo these words which appeared in *The Commercial Motor* on November 11, last: "Are you still considering, Mr. Marples? It seems simple enough—how about some action?"

These, then, are our hopes for 1961. The British Road Federation fights for a sensible policy towards roads and the operation of road transport in all its forms. During the next 12 months we shall expect to see a more practical recognition of the vital importance of commercial road transport in the affairs of the nation. Why not a 40 m.p.h. speed limit for goods vehicles? Why not a 28-ton total laden weight limit for multi-axle tankers? Why not new permitted dimensions for P.S.V.s?

Action in so many fields affecting traffic and transport is sorely, desperately, needed. Let us hope, for all our sakes, that this New Year will bring an awakening to the Ministry departments.

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PICK-UP	LAND ROVER 1955; Petrol Engined; Complete with Hard Top; Seen at Birmingham	£235
MINIBUS	MORRIS 1958 12-seater Minibus in Grey and Green; In Fair Condition; Seen at Birmingham	£385
5-TON	FORD 1952 Thames Luton Van with Diesel Engine; Very useful vehicle; Seen at Birmingham	£250
7-TON	BEDFORD 1957 Diesel (Leyland) Engine Dropsider; Good condition; Good Tyres; Seen at Manchester	£595
15-CWT.	COMMER 1960 F/C 4-berth Caravan; Fitted with Diesel Engine; Calor Gas; Heater; Excellent cond.; Painted Green; Tax to December; Cost £1,060; Seen at Manchester; Accept	£925
MINIBUS	AUSTIN 1957 12-seater Minibus; Very good condition; Seen at Manchester	£325
15-CWT.	FORD 1959 Thames Van; Third Door; Petrol Engine; Excellent condition; Excellent appearance; Seen at Manchester	£350
30-CWT.	SEDDON 1954 Diesel Van; One Owner; "C" Licence User; Excellent condition; Cheap; Seen at Manchester	£175
10/12-CWT.	BEDFORD 1957 Van; Low mileage; "C" Licence User; Good Tyre equipment; Seen at Manchester	£145
15-CWT.	MORRIS 1958 F/C Van; Painted Blue; Nice condition; Seen at Manchester	£195
1-TON	MORRIS 1955 Gown Van; Fitted with 3 rails; Exceptional condition; Cheap; Seen at Manchester	£135
7-TON	BEDFORD 1955 Diesel Engine Dropsider; Good condition; Good Tyres; Seen at Manchester	£525
2-TON	BANTAM 1952 Dropside Truck; Petrol; Seen at Maidstone	£175
7-CWT.	FORD 1958 Thames Van; Petrol; Seen at Maidstone	£275
12-CWT.	STANDARD Vanguard 1955 Van; Petrol; Seen at Maidstone	£145
5-TON	AUSTIN 1958 N/C 4-yard Hydraulic End Tipper; Petrol; Seen at Canterbury	£495
7-TON	COMMER 1955 Hydraulic End Tipper; Rootes Diesel; Seen at Canterbury	£450
30-CWT.	COMMER 1958 Large Capacity Van; Diesel; Seen at Canterbury	£465
1959	AUSTIN 152 F/C 13-seater Omnicoach; Blue; Heater; Screenwasher; Seen at Rochester	£425
6-CU. YD.	COMMER 1950 Tipper; Petrol; Reconditioned engine; Hydraulic system recently overhauled; Good Tyres; Seen at Rochester	£295
1-TON	MORRIS Minor "1000" 1959 Van; Green; Very clean vehicle; Wing mirrors; Seen at Rochester	£295

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(all on 20 inch wheels)

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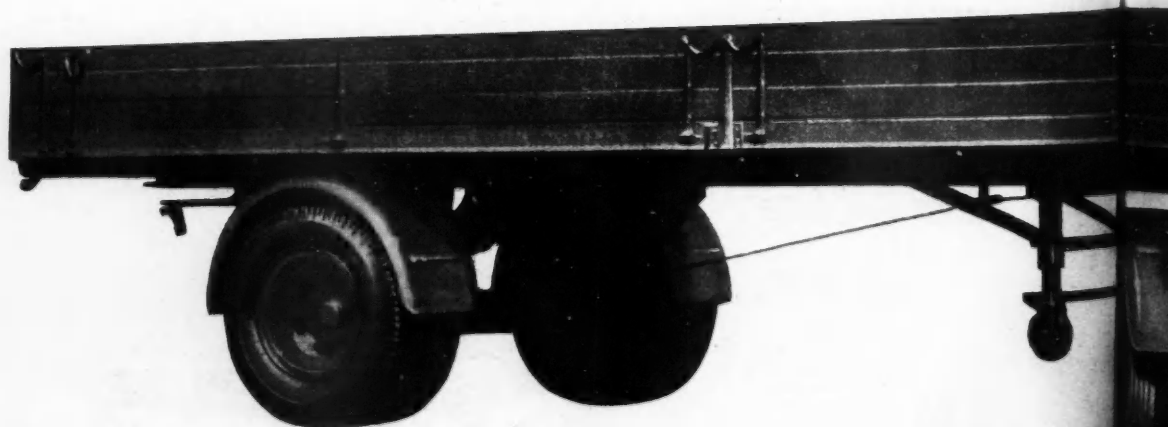
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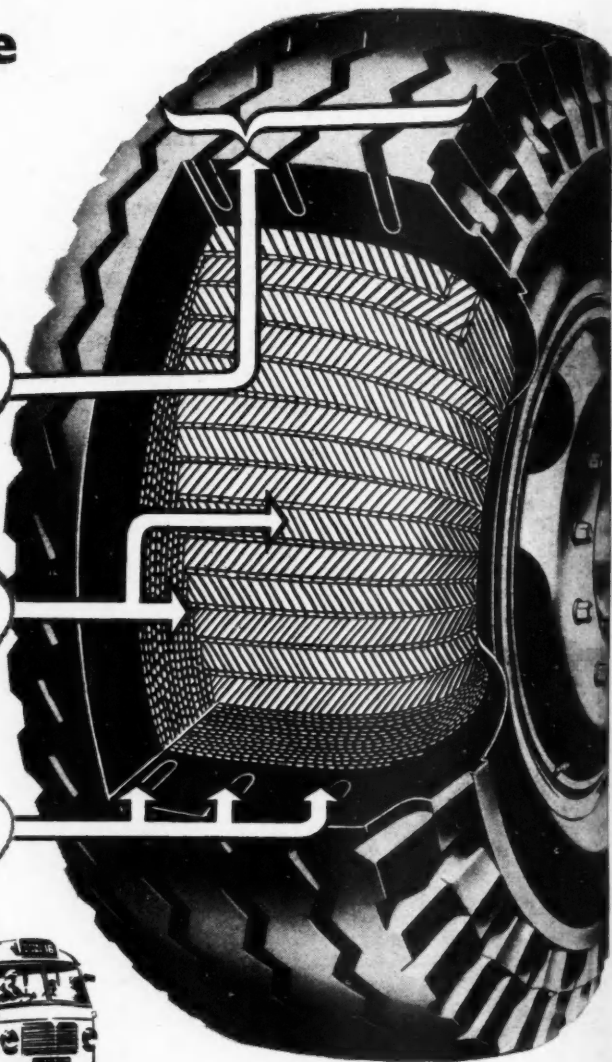
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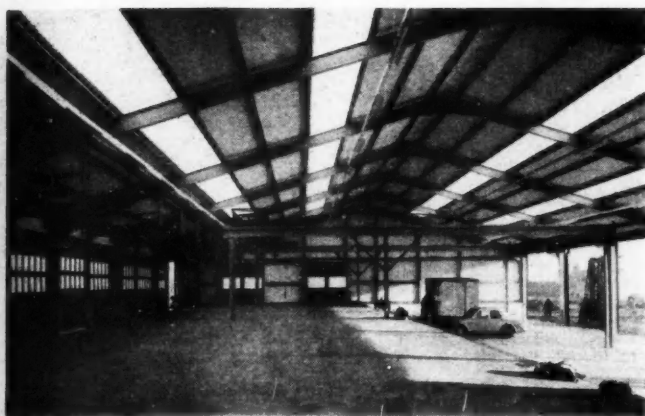
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Hanson's New Main Depot

Modern Four-acre Yorkshire Depot Begins Operations this Week-end



(Above) The loading bay at the new Hanson Haulage depot between Leeds and Bradford. (Left) The interior of the transit block, the "in" bay on the right; the "out" on the left.



OPERATIONS from the new main depot of Hanson Haulage (Leeds), Ltd., are due to commence at the week-end, and from January 1 the vehicles located there will provide direct distribution throughout Yorkshire and Lancashire, as well as operating over-night trunk services to Newcastle, Glasgow, London, Liverpool, Leicester and Bristol. Altogether there will be 48 rigid vehicles and 17 tractors, plus 30 semi-trailers and four-wheeled drawbar trailers. The prime movers are of A.E.C., Karrier and Ford manufacture, with trailers by York and Dyson. The formal opening of the depot by Maj. F. S. Eastwood, Yorkshire Licensing Authority, was due to take place yesterday.

Mechanical Aids

Clearspan roof construction is used in the main depot buildings to permit the most effective employment of fork-lift trucks and other mechanical handling devices. The transit block is over 200 ft. long and 90 ft. wide, an approved development plan being in existence for doubling the length at a later date.

A 42-ft. wide concrete loading deck extends the full length of the building, with 40 ft. of covered concrete hard-standing on the south-west side. Part of the hard-standing at the loading

deck, to a total area of 2,700 sq. ft., is covered by a 20-cwt. two-way-traverse electric gantry crane with 16 ft. of clear headroom.

The four-acre site lies at Pudsey on the main Leeds-Bradford road, four miles from the two cities, its situation making it convenient for collection and delivery vehicles to reach the required district without crossing heavily congested sections of the urban areas.

Filling Station

Exterior illumination is by mercury vapour street lighting and there is underground fuel storage for 12,000 gal., plus accommodation for 1,600 gal. of lubricating oil. A portion of the site is allocated for a retail Jet Petroleum filling station.

In the 3,000 sq. ft. workshop are the most modern Wakefield-Dick Lubrication installations, including a waste oil carriage system leading into underground tanks. The workshops are fully tooled up for dealing with either running repairs or complete overhauls. The maintenance area includes body and tyre repair shops, welding bay and extensive stores. There are spacious staff rooms for drivers, mechanics and other employees.

The offices are arranged in a three-

floor split-level design with the traffic control room on a common level with the loading deck, which it directly overlooks.

At the time of nationalization the Holdsworth and Hanson Group, with 22 different companies, 38 depots and about 12,000 vehicles, was the largest independently owned organization of its kind. After the take-over what remained of the fleet was devoted to passenger carrying, furniture removals and contract work.

Canadian Interests

Hanson's then decided to take an interest in Canadian road transport, acquiring the Crawford Cartage Company, of Hamilton, Ontario. From this developed the Hanson Transport Company of Canada, which now operates 430 vehicles.

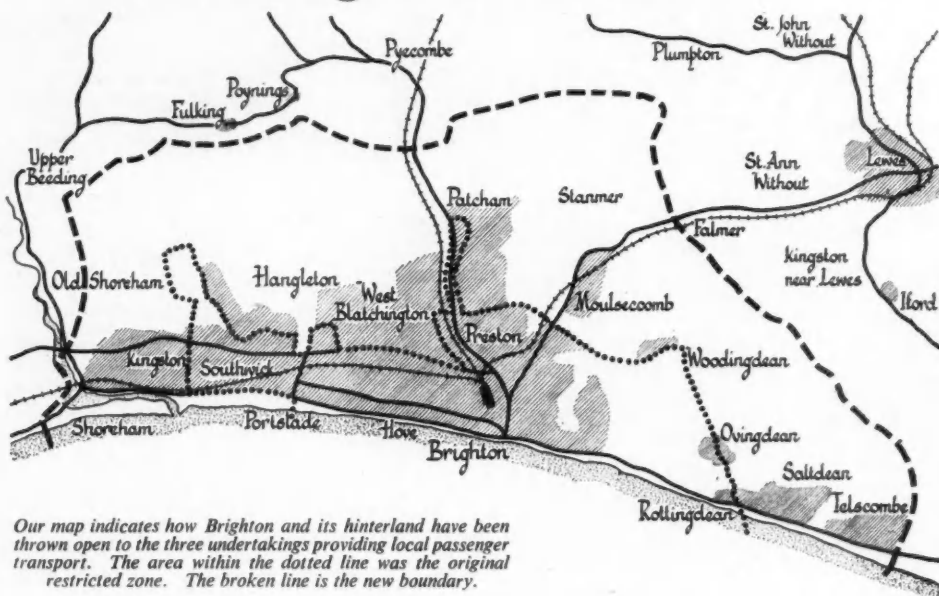
During the past decade the Hanson interest on the passenger side in Britain has been considerably developed. Renewed interest was taken in long-distance road haulage from the time of denationalization, and now a fleet of 240 units, plus 123 drawbar trailers and semi-trailers, is in operation.

The earliest records of the company show that a cartage service was being operated around Huddersfield by Mary Hanson in 1846, when regular facilities were provided and the "normal user" was principally cloth and wool. Eight years later the business was taken over by Mrs. Hanson's son, Joseph, and it was under his name that it was known in Huddersfield until 1948, when the company was overtaken by nationalization.

BIG ORDER FOR RELIANT

ORDERS from Haifa for 2,000 chassis units worth £570,000 have been received by The Reliant Engineering Co. (Tamworth), Ltd., for use in the manufacture of four-wheeled vans, station wagons and sports cars.

Tripartite Agreement on Brighton Buses



Our map indicates how Brighton and its hinterland have been thrown open to the three undertakings providing local passenger transport. The area within the dotted line was the original restricted zone. The broken line is the new boundary.

THE inter-working arrangement which is to come into force at Brighton on Sunday writes a new and important chapter in the long story of urban passenger transport. It is the result of three years of patient negotiation and it represents a logical step forward in the rational use of transport resources.

The new agreement is notable, and perhaps even unique, in that it involves three parties: Brighton Corporation; the Brighton Hove and District Omnibus Co., Ltd.; and Southdown Motor Services, Ltd. It involves some 350 vehicles, with an annual mileage exceeding 13m., and it is to operate over an area bounded by Shoreham on the west, Telscombe on the east and the shoulders of the Downs in the north.

Earlier Agreements

Operating agreements are no new thing in Brighton. One of the earliest, and one which has played its part in the present negotiations, was an arrangement made as long ago as 1916 between Thomas Tilling and Southdown, the effect of which was to exclude the operations of the latter in the built-up area of Brighton and Hove, including Portslade and Southwick, except at higher fares. As a *quid pro quo* Thomas Tilling were not to operate outside this area without the consent of Southdown.

In 1926 Brighton Corporation extended its boundaries to include a number of newly developed housing estates and the Tilling - Southdown agreement was extended to conform with the new area. In 1935 the Brighton Hove and District Omnibus Co., Ltd., succeeded Tilling's

B10

New Pooling Arrangements Involving Three Local Operators Will Bring Considerable Benefit to Both Public and the Undertakings Themselves

By Tom Walkerley

and they were bound by the terms of the 1916 arrangement.

Towards the end of the 'thirties Brighton Corporation were considering abandoning their tramcars, replacing them with trolleybuses, and it was contemporaneous with this that the Corporation entered into an inter-working agreement with Brighton Hove and District. The Brighton Corporation (Transport) Act, 1938, defined an area of operation (the greater part of the two boroughs) in which the Corporation and the company shared the running of mileage and participated in the revenue collected in the proportions of 27½ per cent. and 72½ per cent. respectively. The costs of operation were borne by the two operators individually. It should be emphasized that this joint arrangement, like the arrangement between Southdown and Brighton Hove and District, was limited to the original boundary.

During all these years the terms of the two agreements were carefully observed. Southdown, primarily interested in long-distance services from Brighton and other

services extending in both directions along the main coast road, provided a number of local services within the area of the two boroughs, charging as required a protective fare. This amounted to approximately 1d. on a 6d. fare.

From time to time, in accordance with the agreement, Brighton Corporation and Brighton Hove and District would apply to Southdown for consent to extend their operations outside the original area, to meet the requirements of new estates. In some cases consent was forthcoming, as for instance to Patcham, Hangleton and Hollingbury. In these cases the applicants paid Southdown 4d. per mile for operation outside their boundary. On other occasions, however, Southdown refused consent but, of course, were only in a position to do so when they proposed to provide the desired service themselves.

Looking Ahead

The 1938 Act Agreement between the Corporation and the company was for a period of 21 years to run from April 1, 1939, and was subject to 12 months' notice to expire at the end of any calendar year. Towards the end of the period, the Corporation were concerned to consider ways and means to evolve a new scheme of operation. One suggestion was that a new public body should be established, completely amalgamating the local bus operators. This was abandoned because there was little hope of agreement between any of the parties concerned. Another suggestion was that the Corporation undertaking should be sold to the operators, but here again there were obvious difficulties.

Finally, thinking was concentrated on the lines of some fresh pooling scheme in which the three local operators would co-ordinate their services within a defined area, at the same time retaining their identity and their own internal administrative arrangements. It was intended that a common policy of traffic operation and a common pool of revenue and mileage should be worked out, each party participating in accordance with the service it provided in the area.

National Basis

When the representatives of the Corporation, Brighton Hove and District and Southdown met with these terms of reference, it was decided to base their calculations on a notional year which, in fact, was the year ended on November 30, 1958. This was a period which best represented a state of affairs common to the three parties and information was made available by all operators to each other. After adjustments had been made, it appeared that approximate annual mileage was made up as follows:—

Brighton Hove and District Omnibus Co., Ltd., 6.5m. miles; Southdown Motor Services, Ltd., 4.0m. miles; Brighton Corporation, 2.5m. miles.

Thus, if participation were related simply to miles run, the share of each party would be:— Brighton Hove and District Omnibus Co., Ltd., 50.20 per cent.; Southdown, 30.76 per cent.; Brighton Corporation, 19.04 per cent. However, the matter was not quite as simple as that.

Proportions of the Pool

For one thing, Southdown were required to abandon the exclusive development of their present territory, and for another the traffic revenue collected by the "red buses" for the selected year was at a higher rate per mile than the revenue which Southdown collected. If participation were related simply to revenue contributed by each party, the shares would be:— Brighton Hove and District, 51.48 per cent.; Southdown, 29 per cent.; Brighton Corporation, 19.52 per cent.

In the end, the negotiated percentages for mileage and revenue agreed between the three operators were as follows:— Brighton Hove and District, 50.5 per cent.; Southdown Motor Services, 29 per cent.; Brighton Corporation, 20.5 per cent.

So far as possible, it is intended that all three operators should work under similar conditions on routes wholly within the area of the pool. This will involve some changes of existing services from one operator to another to ensure that, on services wholly within the area, the average scheduled speed and the class of service should be considered when deciding which operator should be responsible for a particular service. Southdown's through-services are an added complication, but here again the mileage involved can be adjusted annually with-

out much difficulty. They will not be the subject of an exchange.

Sources of Revenue

It is the intention of the new agreement that the major part of the revenue of the pool will be derived from stage carriage services. In addition, revenue from schools and works contract services will be included, but not revenue derived by Southdown from express services, excursions, tours and private hire. Miscellaneous revenue, such as that from advertisements on vehicles, parcels carriage and so on, will not be pooled.

The Brighton area transport agreement is to be administered by a joint committee of management consisting of nine members, three of whom will be appointed by each of the parties to the agreement. Brighton Corporation is represented by Ald. A. V. Nicholls (chairman), Cllr. R. Bates and Cllr. L. C. Cohen. Brighton Hove and District Omnibus Co., Ltd., are represented by Mr. J. S. Gavin (vice-chairman), Mr. T. W. H. Gailey and Mr. H. G. Baker (the company's general manager). Southdown Motor Services, Ltd., have appointed Mr. R. P. Beddow, C.B.E., Mr. R. W. Birch and Mr. A. S. Woodgate (general manager) to represent them.

It has been laid down that a matter can only be decided if at least two out of the three members appointed by each party agree. One party, therefore, cannot be out-voted by the other two parties, nor does the chairman have a casting vote. Matters with which the joint committee will concern themselves include variations of routes of the combined services, fares, frequency, the type of vehicles to be used, and the form of tickets.

Under existing arrangements, certain administrative differences do exist as

between the three operators. Brighton's "red buses," for example, use the Ultimate ticket system and Southdown the Setright Speed model. Southdown, too, operate a number of return fares, although these are fewer on short distances today. It is not thought likely that the fleet liveries of the three participants will change. Brighton Hove and District and Brighton Corporation buses are finished in red and cream and the latter carry the Corporation coat of arms. It is possible that some variation might be made here. A feature of the new arrangement is that inspectors of any one operator will have powers of access in regard to vehicles of other members of the pool.

No mention of trolleybus operation is made in the latest agreement. This is because it is the intention of both Brighton and Hove and the Corporation transport department to replace their remaining electric vehicles by motorbuses within the next few months.

Operating Benefits

The new Brighton Agreement is intended to run for 21 years, and thereafter from year to year. Before it can come to an end at the close of the 21st or subsequent year, at least five years' prior notice must be given. It is an agreement which has been heartily welcomed by its three signatories and will go far towards removing anomalies in the district.

It is hoped that it will effect operating economies for all three parties and that the new services which are envisaged will result in higher revenue. It will equally be welcomed by the public who will derive the full benefits of the new co-ordinated services possibly as soon as next Easter.

Still Going After 35 Years



First registered in Dublin in 1925, this R.A.F.-type Leyland 3-ton truck of First World War vintage is still in regular service with Alex. Findlater and Co., Ltd., of Dublin. Now fitted with pneumatic tyres, the veteran has covered over 350,000 miles.

LIGHT-HAND HEAVYWEIGHT



THE production of heavy-duty commercial-vehicle chassis for overseas applications has for long been an important part of the British automotive industry, and an established name in this field is Atkinson Vehicles, Ltd. Since this concern expanded its interests from normal road-haulage vehicles some years ago, a number of interesting and successful designs has been evolved.

One of these is the BT.1366CA six-wheel tractive unit, which is suitable for operation at gross train weights of up to 50 tons. Twenty of these chassis were shipped to South Africa earlier this year, and an example was exhibited at the Commercial Motor Show last September.

This particular Show exhibit has been the subject of a road test, carried out in conjunction with a Dyson 25/30-ton semi-trailer to give a gross train weight of 51½ tons. Tests conducted on the Army's F.V.R.D.E. courses revealed a satisfactory overall performance at this weight, despite unfavourable weather conditions. This Atkinson tractive unit, whilst having a comprehensive specification, has the advantage of being particularly simple in layout—an important factor with regard to overseas operation.

Cummins six-cylindered oil engines are standard equipment in the chassis, there being the choice of the HU.6 and the NH-220-B units, these developing 158 b.h.p. (gross) at 1,800 r.p.m. and 212 b.h.p. (gross) at 2,100 r.p.m. respectively. The NH-220-B engine was fitted to the test vehicle, unit-mounted with an 18-in.-diameter clutch and Z.F.AK6-75 six-speed constant-mesh gearbox with direct top gear. Alternatively, a Fuller RoadRanger 10-speed constant-mesh or Self-Changing Gears' eight-speed semi-automatic gearbox can be fitted.

In all cases the rear bogie is a double-drive assembly with 8½-in. overhead-worm axles having a standard reduc-

(Above) The Atkinson six-wheeled tractive unit is seen undergoing solo tests on the F.V.R.D.E. paved course. Driven fairly fast over this test surface the steering remained steady. (Right) An attempt to scale a 1-in-4 gradient failed because the engine stalled.



(Above) When facing down the 1-in-4 test hill, both hand-brakes successfully restrained the vehicle from rolling down the gradient. Wheel spin occurred when attempting a reverse restart.

tion ratio of 8.25 to 1. The standard model has a wheelbase of 14 ft., but to allow for the provision of a sleeping compartment and a winch there is a long-wheelbase version with a wheelbase of 17 ft. 6 in. In both cases the chassis-frame main members are ½-in.-thick pressings, with a maximum side-member depth of 11 in.

Semi-elliptic springs, with balance beams at the bogie, form the suspension, and dampers are fitted to the front axle. The steering gear is of Z.F. manufacture, and this Atkinson design is believed to be the first British vehicle to embody power-assisted steering made by this German concern. The effectiveness of the power assistance was proved to the full during the course of the test, particularly when

HANDLING WEIGHT



(Above) When making full-pressure stops from 30 m.p.h. the driving wheels locked, and the outfit was brought to rest in a distance of 93.25 ft. An average Tapley-meter reading of 57.5 per cent. was recorded.

Latest Atkinson Heavy-duty Six-wheeler has Cummins Oil Engine and can Operate at 50 tons Gross Train Weight: Z.F. Power-assisted Steering Reduces Driver Effort

By
John F. Moon,
A.M.I.R.T.E.

(Below) Fuel-consumption tests were conducted in heavy rain on the F.V.R.D.E.'s 2-mile outer circuit. A figure of 4.4 m.p.g. was obtained at an average speed of 28.75 m.p.h.



the steering effort was compared with that required without power assistance.

The Z.F. equipment has no separate power ram or moving pipes and is completely self-contained in a compact column assembly—making for easy installation. Thus, both manual and assisted steering efforts are transmitted through the drop arm without additional linkages.

Features of the unit are that a 70-80 per cent. reduction in steering effort and a 40 per cent. reduction in steering-wheel movement are given, whilst automatic return of the steering gear to its centre position is provided. Automatic hydraulic cut-off takes place at less than 1° of drop-arm movement, and this prevents overloading of the steering linkages, ball joints and axle stops.

Kirkstall leading-and-trailing-shoe brakes are employed at all axles of the tractive unit, and are actuated by a Bendix-Westinghouse dual-circuit air-pressure system. An interesting feature of the braking equipment is that a single-pull, twin-rack hand-brake mechanism is used. This is connected directly to the rear brakes, but the linkage actuates an air valve so that the brakes are applied by pressure in the rear-brake diaphragms. This pressure is reduced to 65 p.s.i. from the normal braking-system maximum of 110 p.s.i.

Generous Cab Space

An all-steel cab was mounted on the test chassis and, because of the normal-control layout, cab space was particularly generous. The individual driving seat was adjustable in four directions, and alongside it there was a bench-type passenger seat of sufficient width to accommodate three persons.

A full-width, curved, two-piece windscreen gave good visibility for a vehicle of this type, whilst many of the interior panels were plastics mouldings. Instrumentation was particularly comprehensive, and the location of various items of switch gear convenient.

The semi-trailer borrowed for the test from R. A. Dyson and Co., Ltd., was a 25/30-ton low-loading tandem-axle model, with four-spring-and-balance-beam suspension. Unladen, the semi-trailer weighed 9 tons 14 cwt., and it was carrying a test load which totalled 31 tons 18 cwt.

Turning tests were conducted first, and the turning circle of the tractive unit was measured without the semi-trailer, as previous tests carried out by the Atkinson engineers had shown that the semi-trailer tyres were subjected to considerable side stresses when the complete vehicle was turned on full lock for any appreciable distance.

ROAD TEST No. 704/MI63 ATKINSON-DYSON 30-TONNER

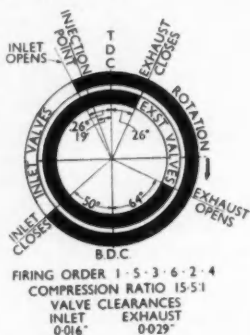
MODEL: Atkinson BT.1366CA
14-ft.-wheelbase six-wheeled
normal-control tractive
unit, with Dyson 25/30-ton
low-loading tandem-axle
semi-trailer.

WEIGHTS:

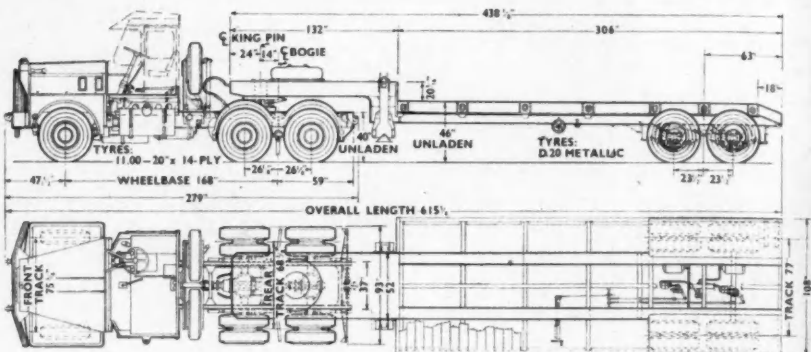
	Tons	cwt.	qr.
Unladen tractive unit (kerb weight)	9	7	2
Unladen semi-trailer	9	14	0
Payload	31	18	2
Driver, observer, etc.	5	0	0
	51	5	0

DISTRIBUTION:

Tractive-unit front axle	5	10	0
Tractive-unit bogie	16	2	0
Semi-trailer bogie	29	13	0



ENGINE: Cummins NH-220-B six-cylindered direct-injection oil engine; bore 130 mm. (5.125 in.); stroke 152.4 mm. (6.0 in.); piston-swept volume 12.17 litres (743 cu. in.); maximum net output 187 b.h.p. at 2,100 r.p.m.; R.A.C. rating 63 h.p.; maximum net torque 585 lb.-ft. at 1,300 r.p.m.



TRANSMISSION: Through 18-in.-diameter single-plate clutch to Z.F. AK6-75 six-speed constant-mesh gearbox, thence by single propeller shaft to the Kirkstall fully floating overhead-worm axles of the double-drive bogie.

GEAR RATIOS: 8.98, 5.72, 3.77, 2.43, 1.56 and 1 to 1 forward; reverse 8.27 to 1; rear-axle ratio 8.25 to 1.

BRAKES: Bendix-Westinghouse dual-circuit air-pressure system, with Kirkstall leading-and-trailing-shoe units at all tractive-unit wheels, and Girling two-leading-shoe units at semi-trailer wheels actuated through two-line system. Tractive-unit hand brake is single-pull, air-assisted unit actuating driving-bogie wheels only, whilst hand reaction valve in cab operates semi-trailer brakes separately. Diameter of tractive-unit drums 16.5 in.; diameter of semi-trailer drums 15.5 in.; width of tractive-unit linings, front, 4.0 in., rear, 6.0 in.; width of semi-trailer linings, 6.0 in.; tractive-unit frictional area 779 sq. in., semi-trailer frictional area 764 sq. in., total frictional area 1,543 sq. in., that is 30.1 sq. in. per ton gross weight as tested.

FRAME: Tractive unit, pressed-steel channel section with six pressed-steel cross-members bolted in position. Semi-trailer, rolled-steel joist main members with cross-members and outriggers welded in position.

STEERING: Z.F. cam and lever, with integral

hydraulic-servo piston and valves; 4½ turns from lock to lock.

SUSPENSION: Tractive unit, semi-elliptic springs, with four springs and balance beams at bogie, and telescopic dampers at front axle. Semi-trailer, semi-elliptic springs and balance beams.

ELECTRICAL: 24v. compensated-voltage-control system with 160 amp.-hr. batteries.

FUEL CONSUMPTION: 4.4 m.p.g. at 28.75 m.p.h. average speed, that is 226 gross ton-m.p.g. as tested, giving a time-load-mileage factor of 6.597.

TANK CAPACITY: 100 gal., range approximately 440.

ACCELERATION: Through gears, 0-20 m.p.h., 22.3 sec.; 0-30 m.p.h., 101.2 sec.; direct drive, 10-20 m.p.h., 40.6 sec.; 10-30 m.p.h., 98.4 sec.

BRAKING: From 20 m.p.h., 43.25 ft. (9.8 ft. per sec. per sec.); from 30 m.p.h., 93.25 ft. (10.4 ft. per sec. per sec.).

WEIGHT RATIO: 0.182 b.h.p. per cwt. gross weight as tested.

FORWARD VISIBILITY: To within 27 ft. of front bumper at ground level on centre line.

TURNING CIRCLES: (Tractive unit only); left lock, 61.5 ft., right lock, 64.0 ft. Swept circles; left lock, 64.0 ft., right lock, 66.5 ft.

MAKERS: Tractive unit, Atkinson Vehicles, Ltd., Walton-le-Dale, Preston, Lancs. Semi-trailer, R. A. Dyson, and Co., Ltd., Liverpool, 8.

The Z.F. engineer who was present throughout the test then carried out a series of measurements to determine the steering-wheel rim pull required with and without power assistance, and the results obtained during these tests are shown in the accompanying graph. They indicate that, because of the high steering-gear ratio, the vehicle would be very difficult indeed to control without power assistance.

Smooth Steering Action

The action of the steering was satisfactorily smooth and there was no detectable time lag in operation of the servo ram. The gearing was such as to give 4½ turns of the steering wheel from lock to lock, and on full locks the hydraulic pressures were 925 p.s.i. on left lock and 1,025 p.s.i. on right lock.

Following these steering tests, which were made with the semi-trailer coupled, retardation tests were carried out. When braking from 20 m.p.h. the leading driving wheels locked on each occasion, and a maximum Tapley-meter reading of 47 per cent. was recorded. From 30 m.p.h. all the driving wheels locked, whilst the front-axle wheels marked heavily. From this speed an average Tapley-meter reading of 57½ per cent. was recorded.

There was evidence of delay in pressure build-up in the semi-trailer system, and this would account for the relatively long stopping distances obtained from each speed.

The efficiency of the tractive-unit handbrake was high,

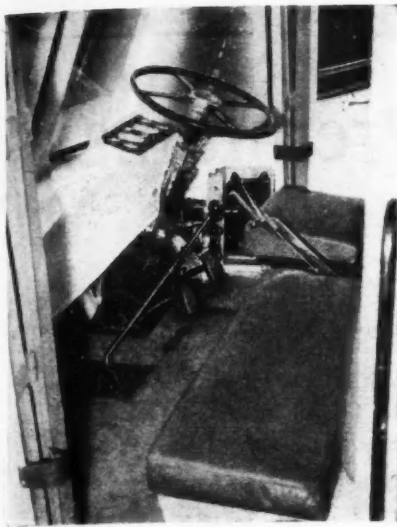
B14

retardation from 20 m.p.h. being 24 per cent., accompanied by 80-ft.-long skid marks from the leading driving wheels. When the hand valve controlling the semi-trailer brakes was applied from the same speed, a Tapley-meter reading of 20 per cent. was recorded. The semi-trailer bogie wheels did not lock, although heavy black marks were left on the road surface. Again there was a noticeable delay between actuation of the hand valve and the commencement of detectable retardation.

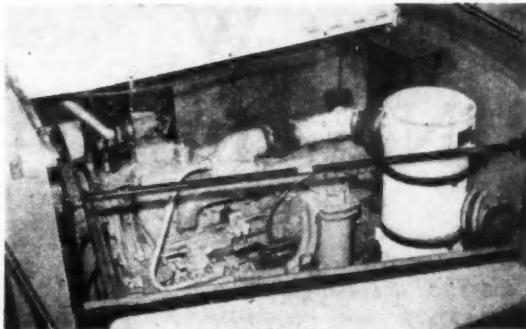
10-mile Fuel Test

A fuel-consumption test was made by completing five laps of the two-mile F.V.R.D.E. outer circuit. I drove the vehicle at up to 32 m.p.h. during this test whenever gradients would allow, and the circuit was completed at an average speed of 28.75 m.p.h., the test tank indicating a consumption rate of 4.4 m.p.g. At the end of this test a check of the driving-axle temperatures showed no dangerous rises, whilst the radiator top-tank temperature was a mere 155° F.

Following the acceleration tests, which revealed good direct-drive acceleration, the outfit was taken to the top of the 1-in-4 test slope by way of a less steep incline and I then drove it down the hill. Stopped half-way down, it was shown that whilst both handbrakes applied together could hold the vehicle, neither handbrake applied separately restrained it from rolling down the hill. An attempted re-start in reverse failed because the leading



(Right) The full - normal - control layout of the Atkinson chassis allows plenty of under-bonnet space for the Cummins oil engine. The large Donalson air filter will be noted.



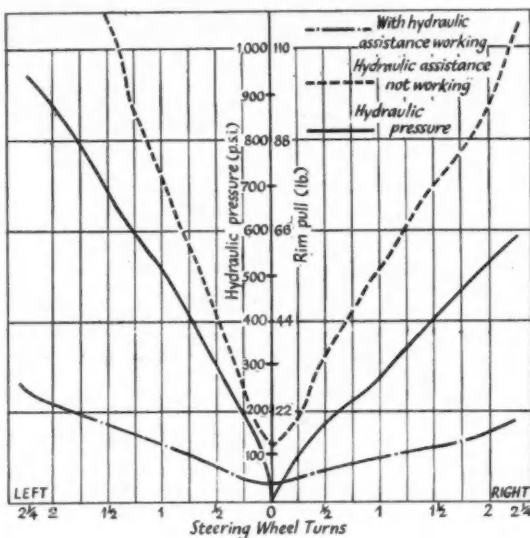
(Left) Plenty of cab room is another advantage of the normal-control configuration, with seating for driver and three passengers.

(Right) This graph indicates the characteristics of the Z.F. steering gear, with and without hydraulic assistance.

driving wheels slipped, and when the air-operated differential lock was engaged both sets of driving wheels spun.

The vehicle was then turned round at the bottom of the slope and an attempt made to ascend the gradient in bottom gear, but the engine stalled half-way up the slope and at this point only the footbrake would hold it, the combined effect of both handbrakes being unequal to the task of preventing rearward motion.

Smooth bottom- and reverse-gear restarts on a



1 in 10.45 gradient were then carried out, and facing both up and down this slope either handbrake was powerful enough to hold the outfit. Optimistic attempts at restarting in second gear were almost successful, but the engine power was not quite sufficient to continue forward motion.

The semi-trailer was then disconnected and the solo tractive unit was driven fairly fast over the pavé and 1½-in.-block suspension courses.

Over the pavé the ride was somewhat rough but the steering remained steady because of the power assistance, whilst over the 1½-in. blocks it was quite easy to keep the vehicle on a relatively straight line despite rather severe shaking.

Taken generally the Atkinson handled well. The engine pulled well, and the amount of noise penetrating the cab was reasonably low. Clutch actuation was on the heavy side, but the brakes had good feel characteristics. The cab was comfortable to ride in, but vision directly ahead was somewhat limited because of the long, high bonnet.

Excessive gear-lever travel noted, on the test model has now been eliminated.

High Speeds and Tyres

IN THE interests of safety, *The Commercial Motor* is reprinting the text of a pamphlet issued last August by the Tyre Manufacturers' Conference, dealing with speed and commercial vehicle tyres.

These are the recommendations set out by the T.M.C. for use of tyres at sustained high speeds:

1. These recommendations apply to tyres in good condition, inflated to recommended normal pressures and operating within their load capacity.

2. Commercial Vehicles.

(a) Commercial vehicle giant tyres of all types, including remoulds, may be used up to a maximum sustained speed of 45 m.p.h.

(b) For sustained speeds in excess of 45 m.p.h. and up to 60 m.p.h.

only standard first tread giant tyres should be fitted.

(c) For speeds of over 60 m.p.h., special tyres are available and manufacturers should be consulted for their recommendations.

3. Public Service Vehicles.

(a) P.T. tyres may be used for sustained speeds up to 45 m.p.h. For short runs not exceeding 20 miles, P.T. tyres may be used up to 60 m.p.h. with an increased

inflation pressure of 10 lb. per sq. in.

(b) For sustained speeds in excess of 45 m.p.h. and up to 60 m.p.h., commercial tyres (i.e., standard tread giant tyres) are to be used.

(c) For speeds of over 60 m.p.h., special tyres are available and manufacturers should be consulted for their recommendations.

It will be realized that it is the amount of heat generated in the tyre which influences its performance. Factors such as load, speed, thickness of tyre tread, construction of tyre, inflation pressure of the tyre and ambient temperature are all very important in determining the temperature of the tyre. All commercial and passenger vehicle operators should, therefore, ensure that their staffs are conversant with these recommendations.

First Wages— Now Insurance Premiums

Planning for Profit

Less Than a Fortnight After R.H.(70) Became Operative Many Hauliers Are Faced With Demands for Increased Insurance Premiums; Revised Costings for Four Rigid Oilers are Given Here



ON December 16 I gave sample operating costs for five types of goods vehicles, ranging from a 10-cwt. van to a 16-ton "artic" oiler, inclusive of the wage increases as laid down in the Road Haulage Wages Regulations R.H.(70), which came into operation on December 19. To facilitate direct comparison with the corresponding costs when wages were calculated on the basis of R.H.(68), no adjustment was then made to any of the other nine items of operating costs, although it was known that increases in insurance premiums had been announced to take place as from January 1, 1961.

When preparing standard tables of operating costs, as distinct from specific calculations relative to individual vehicles, difficulty can arise when endeavouring to determine what would be a fair and reasonable average cost. This applies particularly to vehicle insurance. Here variations can arise because of the geographical location of the operator as a result of insurance practice of dividing the country into three or more categories of areas, relative to the element of risk. In addition to differences in the premiums paid relative to the carrying capacity of vehicles, there may also be excess premiums to be met because of high initial values, often calculated above a maximum standard valuation of £1,000.

"Standard" Costs

Superimposed on any combination of these two variables is the substantial difference in the amount paid by A-, B- or C-licence operators respectively. For example, an A-licence operator may have to pay 2½ times as much as an ancillary user for insurance cover on two similar vehicles. Alternatively, a C-licence operator may be able to get comprehensive cover for an amount similar to that paid by a haulier in the same area for third-party insurance cover only.

More recently insurance companies generally have been paying increasing attention to the accident record of individual operators, with subsequent adjustments to premiums. Selection of a "standard" insurance cost has therefore become more difficult, and in the case of the two larger vehicles of the four chosen as examples in the following costings, namely, the 9- and 16-ton rigid, alternative premiums have been included. The other two vehicles are a 2-ton van and a 4-ton lorry, both with oil engines.

For the purpose of wage calculations, the basic minimum rates of remuneration in Grade 1 areas as set out in R.H.(70) will be used. These are as follows: For adult drivers of vehicles with a carrying capacity of up to 5 tons—£8 18s. 0d.; over 5 to 10 tons—£9 5s. 6d.; over 10 to 15 tons—£9 11s. 9d.; over 15 to 18 tons—£9 19s. 3d.; over 18 tons—£10 8s. 9d.

Irrespective of any additions due to overtime payment, n16

Recently put into service for J. E. Hall, Ltd., by Barton Townley, Ltd., of Lancaster, this 1,800-gallon stainless-steel milk tank was made by Darham Industries (London), Ltd. The chassis is an A.E.C. Mercury Mark II.

employers will also have to meet National Health contributions in respect of adult workers of 8s. 3d. a week, whilst many operators find it prudent to provide for employers' liability cover, costing approximately 1s. per week per employee. An adjustment also has to be made to allow for two weeks' holiday with pay during the course of the year.

The total cost to the employer for the wages of a driver in Grade 1 areas, even when no overtime working was undertaken, would therefore be: For vehicles up to 5 tons capacity—£9 14s. 8d.; over 5 to 10 tons—£10 2s. 5d.; over 10 to 15 tons—£10 9s.; over 15 to 18 tons—£10 16s. 10d.; over 18 tons—£11 6s. 9d.

Dealing first with the 2-ton van, the unladen weight when fitted with oil engine would be around 2 tons 4 cwt. With a resulting annual licence duty of £27 10s., the equivalent cost per week would be 11s. This calculation, incidentally, is made on a 50-week-year basis to allow for two weeks when the vehicle may be off the road for either major overhaul or driver's holiday.

As just calculated, the cost of weekly wages for the driver will amount to £9 14s. 8d., assuming an adult driver is employed. Rent and rates in respect of garaging the vehicle are reckoned to cost 9s. 3d. per week. Prior to the pending increase in insurance premiums, the standing cost in respect of this item as shown in *The Commercial Motor Tables of Operating Costs* was calculated as equivalent to 9s. 1d. per week. This was based on an annual premium of £22 10s., which was considered appropriate to C-licence operation in Grade 1 areas when comprehensive cover was required. It has now been announced that increases in premiums as from January 1, 1961, may range from 10 to 50 per cent., according to the accident records of individual operators.

We will assume here that the proposed increase amounts to 20 per cent., resulting in a revised annual premium of £27, the equivalent of 10s. 10d. per week. Assuming an initial outlay of £945 was incurred in the purchase of the vehicle, interest charged at a nominal rate of 3 per cent. would add 11s. 5d. per week. The total for these five items of standing cost would thus be £11 17s. 2d. It would be reasonable to suppose that the average weekly mileage for this type of vehicle would be comparatively low, say 200, with a resulting standing cost per mile of 14.22d.

(Continued on page 781)



PRAISE MERCEDES-BENZ GOODS VEHICLES

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"... good retardation characteristics were obtained when making full pressure stops."
THE COMMERCIAL MOTOR

"... the general handling and driver comfort may truly be said to have few equals in the world."
THE COMMERCIAL MOTOR

"... The finish and appointments knock most others into a cocked hat!"
MOTOR TRANSPORT

"... the exceptionally well-finished cab reflects the standard of the mechanical units."
THE COMMERCIAL MOTOR

"Fuel consumption... a good deal above what is usual and frankly amazed me."
MOTOR TRANSPORT

"... The steering lock was remarkable... the synchromesh appeared to be unbeatable... the exhaust brake is foolproof in operation."
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"... a stop and restart can be made on a 1 in 4 hill with ease."
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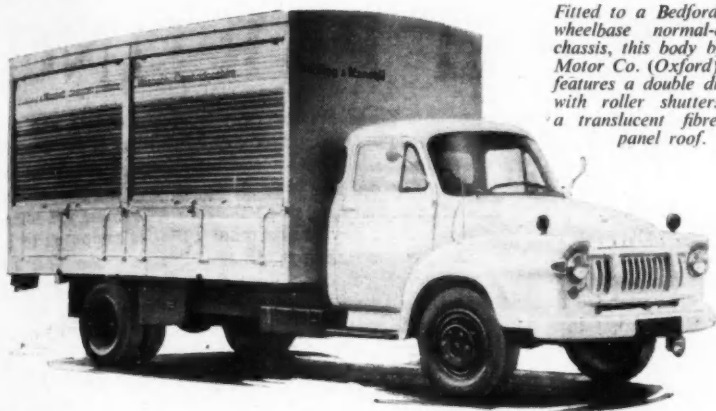
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Fitted to a Bedford long-wheelbase normal-control chassis, this body by City Motor Co. (Oxford), Ltd., features a double dropside with roller shutters, and a translucent fibre-glass panel roof.

With oil fuel purchased in bulk at 3s. 10½d. per gal., the fuel cost per mile would amount to 1.95d., assuming a rate of consumption of 24 m.p.g. Lubricants are reckoned to add 0.23d. per mile. With a set of tyres costing around £85, from which a life of 30,000 miles was obtained, the tyre cost per mile would amount to 0.68d.

Inclusive of washing and servicing, maintenance is calculated to cost 1.81d., whilst depreciation adds 1.99d. per mile. To obtain this latter figure, it is first necessary to deduct the cost of the original set of tyres from the initial price of the vehicle, with a further deduction in respect of the anticipated residual value. The resulting balance is then divided by the assumed vehicle mileage life—100,000 in this instance. However, because of the low mileage this vehicle has been assumed to average, some allowance must be made for obsolescence, which will be reckoned to amount to a 10 per cent. increase in the cost of depreciation.

11 per cent. Up On 1956

This gives a total running cost of 6.66d. per mile and a corresponding running cost per week of £5 11s. Total operating cost per mile is 20.88d. and the total operating cost per week £17 8s. 2d. These figures compare with 20.16d. per mile and £16 16s. per week which applied prior to the operation of R.H.(70) and the increase in insurance premiums. It is pertinent to note that, compared with the total operating cost per mile of 20.88d. which will be applicable on January 1, 1961, the corresponding figure as shown in *The Commercial Motor* Tables of Operating Costs dated September, 1956, was 18.72d., an increase of over 11 per cent.

The 4-ton oiler would weigh, unladen, around 2 tons 14 cwt. with a resulting annual licence duty of £32 10s., the equivalent of 13s. per week. Wages remain the same as in the previous example, namely £9 14s. 8d., whilst rent and rates are increased to 10s. 3d. per week.

Prior to the coming increase in insurance costs, comprehensive cover for an ancillary user in Grade 1 areas would have cost £25 10s. per annum. Allowing for a 20 per cent. increase as before, the weekly cost of insurance will then become 12s. 2d. Interest charged on the initial outlay of £1,115 would add 13s. 4d. per week, with a resulting total for these five items of standing costs of £12 3s. 5d. Assuming 400 miles per week were averaged with this larger vehicle, the standing cost per mile would be 7.30d.

With fuel purchased in bulk, as before, at 3s. 10½d. per gal., the fuel cost per mile would be 2.23d., when the rate of consumption averaged 21 m.p.g. Lubricants are reckoned to add 0.24d. and tyres 0.95d. per mile. This latter calculation is on the assumption that a set of tyres will cost £119 and average 30,000 miles.

Maintenance is increased to 1.84d. per mile. Depreciation, however, is decreased to 1.39d., despite the higher initial cost compared with the smaller van. This is caused by a combination of two factors. Because of the higher mileage there is now no allowance in respect of obsolescence and, additionally, the estimate of vehicle mileage life is raised to 150,000.

Total running cost for this 4-ton oiler is thus 6.65d., giving

a total operating cost per mile of 13.95d. When the weekly mileage was 400 the total running cost per week would be £11 1s. 8d. and the total operating cost £23 5s. 1d. These totals compare with a total operating cost of 13.58d. per mile and £22 13s. per week prior to the increases in wages and insurance costs.

The example of the 9-ton rigid goods vehicle, with oil engine, is selected from the quality class range and will cost approximately £2,890. With an unladen weight of 4 tons 15 cwt. the cost of licence duty would be £65 per annum, the equivalent of £1 6s. per week.

Drivers' wages will now come within the category of 5 to 10 tons, so amounting to £10 2s. 5d.

Rent and rates are again increased, this time to 12s. 3d. per week.

In contrast to the two previous examples, it will now be assumed that this vehicle operates under A licence, with alternative costings for insurance appropriate to this class of operation and relative to either third party or comprehensive cover. Inclusive of the assumed increase in rates of 20 per cent., it is reckoned that the insurance cover providing third party cover would cost the equivalent of £1 9s. 4d. per week, whilst a comprehensive policy would cost £2 10s. 5d. per week.

With interest charged at a nominal rate of 3 per cent. as before, a further £1 14s. 8d. is added to the standing costs, making a total of £15 14s. 8d. It will now be assumed that 800 miles per week are averaged, with a resulting standing cost per mile of 4.72d. Where comprehensive insurance cover was provided, the standing cost per week would be £16 15s. 9d.

Fuel cost will now be based on an average of 12 m.p.g. with a resulting cost per mile of 3.90d., whilst lubricants add 0.26d. A set of tyres will now cost around £304, but with the mileage life increased to 40,000, the tyre cost per mile would be 1.82d. Maintenance is estimated to cost 2.46d. per mile.

Calculating depreciation by the same method as before, but now allowing for an estimated vehicle mileage life of 300,000 for this quality class vehicle, the cost per mile becomes 1.81d. Total running cost for this 9-ton oiler thus amounts to 10.25d. per mile, or £34 3s. 4d. per week. Correspondingly, the total operating costs would be 14.97d. per mile and £49 18s. per week when only third party cover was provided, or 15.29d. per mile and £50 19s. 1d. per week inclusive of comprehensive insurance cover.

Eight-wheeler Costs

The rigid eight-wheeler would have an unladen weight of around 7 tons 10 cwt. with an annual licence duty of £120, the equivalent of £2 8s. per week. Wages would now cost a minimum of £10 16s. 10d. per week, while rent and rates are assessed at 13s. 4d. Assuming, as in the previous example, that this vehicle is operated under A licence, the cost of insurance per week would be £2 9s. 7d. for third party cover and £5 4s. for comprehensive insurance.

Based on an initial outlay of £4,075, weekly interest charges would now amount to £2 8s. 10d., giving a total standing cost per week, with third party insurance cover, of £18 16s. 7d. or 5.65d. per mile, again assuming an average of 800 miles per week. Inclusive of comprehensive insurance cover, the total standing cost would amount to £21 11s. per week.

With an average rate of consumption of 9 m.p.g., fuel cost per mile would be 5.19d. Lubricants cost 0.28d. and tyres 2.54d. per mile, based on a cost per set of £424. Maintenance is now reckoned at 3.01d. and depreciation 2.56d. per mile, again assuming a vehicle life of 300,000.

Running costs for this eight-wheeler thus total 13.58d. per mile or £45 5s. 4d. per week, and operating costs 19.23d. per mile and £64 1s. 11d. per week. With comprehensive insurance cover, the total operating cost per week, when averaging 800 miles, becomes £66 16s. 4d., or 20.00d. per mile.

S.B.
n19

Political Commentary

By JANUS

SWEET PARTING

COLD and businesslike in tone and contents, the White Paper on the reorganization of the nationalized transport undertakings no doubt correctly reflects what the Minister of Transport intended to convey. The influence of the still copious stream of literature about the railways, which for maximum effect should always be read by gaslight, has in the past penetrated into the annual reports of the British Transport Commission and thence even into Government pronouncements, so that they have tended to mist over unpalatable facts such as a loss running into thousands of millions of pounds.

Only at one point is the White Paper guilty of wishful thinking. Out of liabilities and debts amounting to £1,600m., the railways are to be relieved of £1,200m. One third of this is to be written off at once. The remaining £800m., carrying neither fixed interest nor fixed repayment obligations, is to be placed to suspense account. It is stated that the existence of this account "will enable the Exchequer to obtain some return if railway finances improve sufficiently."

Need All They Can Get

The Government should know there is no prospect that this will ever happen. The White Paper anticipates that the railways will not be solvent for at least five years, during which time additional "large sums will have to be provided from the Exchequer" to meet deficits. Even if the anticipation proves well-founded, one may be sure that the railways will continue to need all the money they can get to meet competition, without resuming the burden of what will seem an ancient debt.

The optimism that supposes this to be possible is uncharacteristic of the White Paper. For the most part it surveys the situation with clear eyes and sets down unsentimentally the steps that will have to be taken. Something very much along the lines laid down is inevitable if one accepts the Government's assumptions, and in particular the assumption that, in the words of the White Paper, "a railway system of the right size is an essential element in our transport network and will remain so for as long as can be foreseen." This has been the constant theme of all parties ever since the war, and the same idea in different words will be found in the White Paper on transport policy that the Conservatives issued in May, 1952, not so long after they took office.

It may be significant that the Government have to keep reassuring themselves on the point, for the price of continued confidence in the railways is high and is going up all the time. However, the assumption is honestly stated and logically worked out. There is no room in the White Paper for other somewhat fanciful contentions, such as the idea, so often given expression in pamphlets and in Parliament, that there must somewhere be uneconomic railway services that nevertheless have a vital social or strategic rôle, and must therefore be preserved by means of a subsidy. So far from conceding this, the White Paper emphasizes the intention to lift restrictions on the commercial activities of the railways.

There is no attempt to appraise the part that road transport will play in the future. British Road Services are to be placed almost literally out on a limb, almost as far away as possible from the rôle originally assigned to them in the Transport Act, 1947, as very much the junior partner in an integrated transport system. They are now to be one of seven companies grouped together under a holding company, which like the British Railways Board,

the London Transport Board, the Docks Board and the Inland Waterways Authority, will be ultimately responsible to the Minister.

The new proposals will dissipate any suspicion that B.R.S. are not standing upon their own feet and are somehow siphoning away public money that is supposed to be plugging up the railways' financial gap. The Treasury will assume all responsibilities for existing British Transport stock, but will transfer appropriate amounts of debt to the new boards. No doubt the holding board will be able to determine how much of its own share applies to B.R.S. The board will have to secure from B.R.S. "the best possible results for the public purse."

Co-ordination of policy between the new boards will be the responsibility of the Minister, assisted by a new body, the Nationalized Transport Advisory Council. This appears to contradict an assurance, also in the White Paper, that the Minister's existing statutory powers and responsibilities will not be extended. There seems a danger that, whatever the intention, the Minister as co-ordinator will inevitably be drawn into the operating problems of the boards, particularly where there is likely to be some clash of opinion, as between road and rail.

"The heart of the problem is in the railways." So states the White Paper, and there is no doubt that the main energies of the Minister and of his advisory council will be devoted to making the railways pay. The interests in the holding company are "expected to yield a good return," and while they come up to expectations will probably be left alone. The exception will be where they conflict with the railways, as for example when B.R.S. win traffic that the railways would very much like to have for themselves. The temptation of the Minister as co-ordinator will be to tip the balance in favour of the railways.

Diversionsary Influence

Independent hauliers may run into similar difficulties. The testing time may come when there is a large block of Government or nationalized traffic in the market. The Minister would have more influence to divert this to the railways than ever the B.T.C. possessed. He may not use his influence, but the fact that it exists causes disquiet.

Even in a document mainly devoted to a rival form of transport they might have expected some brief reference to themselves. Step by step the White Paper seems to have removed the handicaps that were supposed to make restrictions on them necessary. All statutory control is to be removed from railway charges except for fares in the London area. The obligations of the railways as common carriers are not specifically set aside, but this is what will happen in practice. The crushing financial burden that the railways have accumulated since nationalization is to vanish in one great glittering golden handshake. Hauliers may feel that now, if ever, is the time for seriously considering loosening the chains of the licensing system. If something is to be done about this, there is no hint in the White Paper. It states that the functions of the Transport Tribunal are to be reduced, but not abolished.

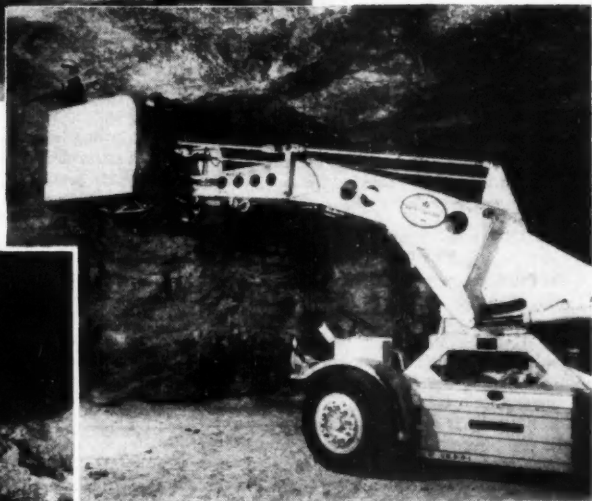
Nor is the prospect of the further disposal of B.R.S. assets any more likely. There is a genuine attempt to make B.R.S. look as much like an ordinary business as possible, except that the profits, through the holding company, "will accrue to the Exchequer in the form of dividends and should be some offset to losses on other nationalized transport undertakings." There is not even a hint that part or all of B.R.S. should go back to free enterprise.

Sent to the Salt Mines

A Thousand Tons of Rock Salt a Day are Moved by a Fleet of Fodens at the I.C.I. Mine at Winsford, Cheshire



(Above) Foden oil-engined dumpers working 400 ft. below ground level in the I.C.I. salt mine at Winsford. (Right) Shot-holes are packed with explosive by men working on a hydraulically-operated platform.



(Left) A Joy gathering-arm loader fills a Foden dumper.



wards a Joy gathering-arm loader is placed in position, this automatically loading the Foden oil-engined dumpers, which run continually from the working face, along the main roadway, to the underground primary crushing area. After crushing, the salt is carried to the surface in aluminium skips.

In many areas the highway authorities maintain dumps of rock salt at suitable points in order that the roads can be treated with the least possible delay. This is particularly important as the salt is at its most effective whilst snow is freshly fallen and therefore most susceptible to the salt solution formed. Salt treatment is regarded as effective down to about 15° F., below which figure difficulties arise because of the quantities that need to be employed. However, it is unusual for there to be long periods of more intense cold in Britain.

In round figures one ton of salt is sufficient to treat a mile of 20-ft. roadway.

A finer grade of rock salt is used in animal feeding stuffs, in the preservation of hay, as a flux in non-ferrous metal refining, and for the consolidation of floor dust in coal mines.

WORKING on a motor road that runs more than 400 ft. below ground level, a fleet of Fodens move 1,000 tons of rock salt a day.

Although at first sight it may not be obvious, these vehicles are substantially engaged in keeping roads all over Britain free from ice and snow. They are employed in the I.C.I. Meadow Bank rock salt mine at Winsford, in Cheshire, which is the only one of its kind in the country.

Because of the increasing demand for rock salt for use on the roads, an expansion programme has been carried out at the mine during the past year at a cost of about £500,000. This increased the plant's productive capacity to 300,000 tons per annum, the extensions being opened by the Minister of Transport in November.

An important feature of the modernization plan was the installation of a new

system of forced ventilation. A primary crushing plant has been built underground and Foden oil-engined dumpers, each carrying 8 tons, have been introduced for the carriage of salt in the mine itself. A glance at the accompanying illustrations will show that these vehicles bear no registration plates.

After 10-ft.-deep cuts have been made in the solid rock salt at floor level, shot holes are drilled in the working face, the Taylor-Hurd mobile electric rotary drill cutting a hole 1½ in. in diameter and 10 ft. deep in approximately two minutes. For the next process a battery-powered mobile platform, manufactured by F. Taylor and Sons (Manchester), Ltd., goes into action, the shot firers using this as they fill the holes high up on the face with explosives. The working platform is hydraulically operated.

A typical explosion will bring down about 600 tons of rock salt and after-

Suction-operated Refuse Vehicle

A REFUSE-COLLECTING vehicle operating on the vacuum-cleaner principle is shown in patent No. 852,853. It is intended to handle leaves, paper, and semi-solids such as grit, slush and snow, without the danger of the exhaustor becoming clogged. (R. Gray and Johnston Brothers (Engineering), Ltd., Ibex House, Minories, London, E.C.3.)

The drawing shows the vehicle and the location of the various components. Two suction fans (1 and 2) are arranged in series and are driven by an auxiliary petrol engine (3) or alternatively by the vehicle engine.

The suction duct (9) leads directly into the body, the whole of which is kept below atmospheric pressure. A filter (4) is interposed to extract fine dust which then falls into a water bath.

The pick-up nozzle (5) leads to the interior of the body and terminates in an upwards sloping pipe (6). The incoming material is thus directed away from the suction line.

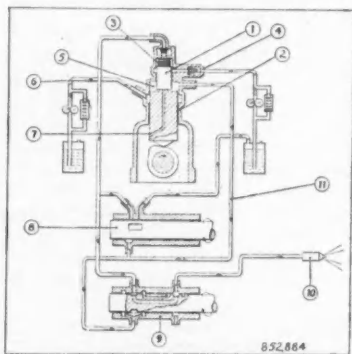
As the body can be tipped for emptying by an hydraulic ram (7), the conduit joint (8) and the joint at the suction duct (9) are made to be self-sealing. A small hydraulic ram (10) is provided for opening the rear door.

OIL SEALING FOR INJECTION PUMPS

AN injection pump shown in patent No. 852,884, utilizes lubricating oil under pressure as a sealing liquid. (The S.U. Carburettor Co., Ltd., Wood Lane, Erdington, Birmingham, in conjunction with Simmonds Precision Products, Inc., of America.)

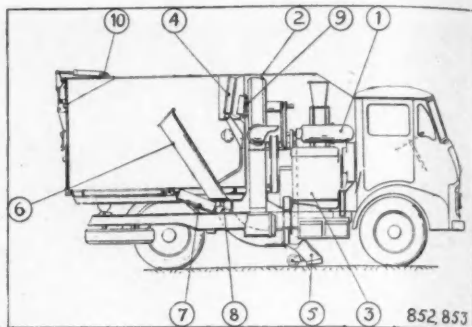
The drawing is a diagrammatical view of the components in the system. Commencing at top dead centre, downward movement of the two plungers (1 and 2) creates a partial vacuum above each. When annular grooves are uncovered by the downward movement of the plungers, fuel is drawn into space (3) from intake (4) and at the same time space (5) fills with lubricating oil from the pipe line (6).

On the vertical stroke, the plungers close their inlet ports simultaneously.



Because of their different diameters and as the outlet passage permits only a small flow of oil, the smaller plunger moves away from the larger, uncovering the end of duct (7) and allows oil to leak on to

B77



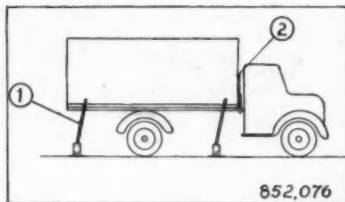
the camshaft. The design ensures that a controlled pressure is sustained in space (5) and as this pressure is always higher than that in the fuel space (3), a seal against the leakage of fuel past the plungers is provided.

The control (8) determines the quantity of fuel delivered and the phasing of delivery. It consists of a rotary valve which can short-circuit the pressure line for short periods. Unit (9) represents a rotary distributor leading to the injectors (10). Both units are also sealed by high-pressure oil via pipe (11).

SELF-LOADING CONTAINERS

A SYSTEM by which load containers can be deposited on or removed from a vehicle is shown in Patent No. 852,076. (E. Taylor, Millgate Joinery Works, Preockheim, Angus.) Power is provided by the movement of the vehicle.

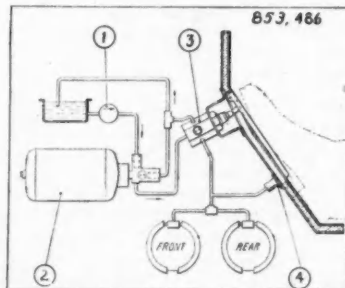
At the loading station are a number of struts (1) which can swing through a small angle. Four of these are placed



in the position shown, and sliding pins are pulled out of the sides of the container. Each of these engages one of the struts.

If the vehicle is now backed, the struts will swing to the upright position and so lift the container off the vehicle. Once they have been locked in position, the vehicle can be driven away.

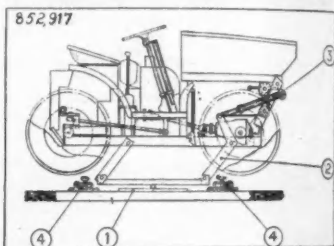
To load the container, a short chain (2) tows the container on to the platform.



ROAD-RAIL DUMPERS

A SCHEME by which a dumper is shown in patent No. 852,917. (L. Thwaites, of the Thwaites Engineering Co., Ltd., Welch Road Works, Cublington, Leamington Spa.)

A turntable (1), suspended from parallel links (2) is fitted underneath the



dumper frame, and is raised and lowered by hydraulic rams (3). In use, the dumper is run crosswise on to the rails (4) and the turntable depressed to raise the wheels from the ground. The vehicle can then be rotated through 90 degrees, and the wheels lowered to the rails.

SHORT-TRAVEL CONTROLS

HYDRAULIC operation of foot-brake and accelerator controls, so that very little movement is required at the pedals, which can be almost flush with the floor, is the object of patent No. 853,486. (Ford Motor Co., Ltd., 88 Regent Street, London, W.1.)

The drawing shows the brake pedal arrangement. A hydraulic fluid pump (1) is used to charge a fluid accumulator (2) to a relatively high pressure. A stub projecting from the pedal plate operates the brake control valve (3), very little movement being required to apply the brakes.

The accelerator pedal moves the throttle via an hydraulic master-cylinder and a small slave cylinder. The ratio of the piston areas is such that only a very small pedal movement need be made.

To prevent full power and braking being applied at the same time, movement of the accelerator pedal is impeded by the plunger of an inhibitor unit (4).

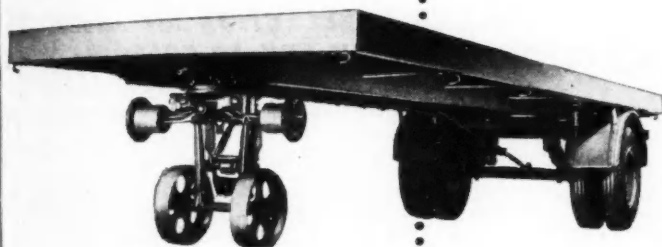
TAPERING CHARGE DEVICE

A UNIT, which reduces automatically the rate of battery charging as battery voltage increases, forms the subject of patent No. 852,192 which comes from Partridge Wilson and Co., Ltd., Davenset Works, Evington Valley Road, Leicester.

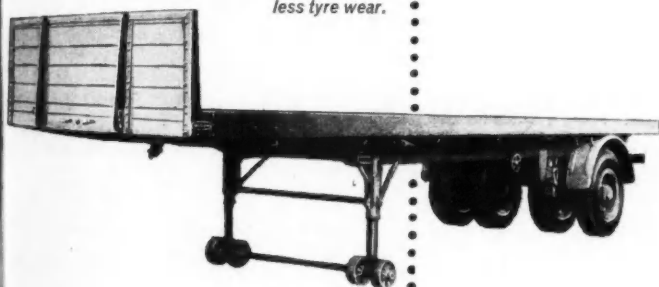


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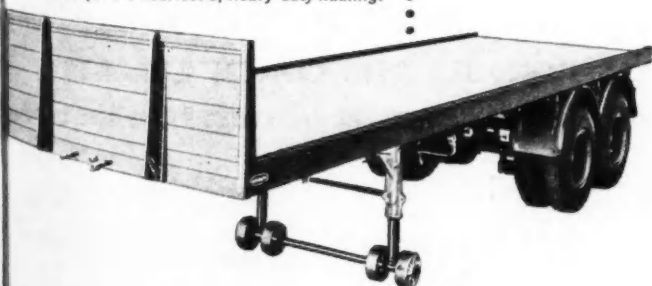
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A.E.C. Monarch short-wheelbase. Full particulars, price, Box CM827, care of "The Commercial Motor." 889-477

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1953 ALBION 8-wheel, heavy duty, air brakes. **JACKERY AND CO., Maybells Farm, Ripple Rd., Barking, Essex. Dominion 5583.** 889-154

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Used Goods Vehicles (contd.)

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1958 BEDFORD Workabus; choice of two.
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1955 BEDFORD 3-ton short-wheelbase petrol tipper.
1959 BEDFORD Workabus, excellent throughout.
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NEW BEDFORD 15-cwt. 1961, Model CAL van, heavy duty tyres and springs, £460.
NEW BEDFORD 15-cwt. CAS Busette, cream and green flash, £605.
NEW BEDFORD 15-cwt. CAL van, 1960 model, heavy-duty tyres and springs, £450.
NEW BEDFORD 15-cwt. CAL all-metal Walker pickup with till, £586.
NEW BEDFORD 15-cwt. Martin-Walter P.S.V. Utilabus, £773.
NEW BEDFORD 6-ton (new cab) 151-in.-wheelbase forward-control chassis-cab, 300 diesel, rear shock absorbers, 9.00 x 20 12-ply, £1,212.
NEW BEDFORD 7-ton (new cab) 151-in.-wheelbase forward-control chassis-cab, 300 diesel, £1,192.
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1958 BEDFORD 15-cwt. milk float, £295.
1957 BEDFORD 5-ton petrol drop-side metal-body tipper, £425.
1954 BEDFORD 5-ton tipper, petrol, £375.
1953 BEDFORD 5-ton tipper, petrol, £350.
1959 BEDFORD Calthorpe caravan, many extras, £575.
1957 56-54 BEDFORD CA vans from £200.

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Phone, Porter Street 121. 889-199

1956 BEDFORD 4-5-ton special long-wheelbase forward-control chassis-cab, fitted boxvan body, 20-ft. interior length, one Clifence owner, mechanical condition guaranteed, £350. Com-Motors, Ltd., Fortess Grove, London, N.W.5, Gulliver 5888, 889-402.

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1948 BEDFORD 10-12-cwt. van, low mileage, excellent condition, £285.
1947 BEDFORD 3-4-ton 1,000-cu.-ft. Luton, petrol engine, good condition, £185.

55-61 LONDON STREET.

CERTSEY,
Chertsey 2391. 889-100

Used Goods Vehicles (contd.)

LAWSON PIGOTT MOTORS, LTD. BEDFORD MAIN DEALERS.

NEW BEDFORD 5-ton normal-control diesel, 1,200-cu.-ft. pantehnicon, composite body with rear loading well, walk-in tailboard, half doors, 4 ft. 6 in. Luton, available two-three weeks, price, in prime, £1,545.
ALSO BEDFORD TK chassis with composite or steel bodies, favourable delivery, quotations sent on request.

NEW BEDFORDS FOR IMMEDIATE DELIVERY.

NEW BEDFORD TK 5-ton long-wheelbase truck, diesel.
NEW BEDFORD TK 7-ton short-wheelbase chassis-cab, diesel.
NEW BEDFORD TK 7-ton truck.
NEW BEDFORD 10-12-cwt. short- and long-wheelbase vans.
NEW BEDFORD 12-seater Utilities.

1960, July, BEDFORD normal-control 7-ton 6-cu.-yd. diesel, tipper, steel body and telescopic, £1,250.

MANY other models available.

PART-EXCHANGES? Certainly! Hire-purchase, etc.

SALES STAFF IN ATTENDANCE UNTIL 5 P.M. SATURDAYS.

PHONE, BARNET 1066.

186 EAST BARNET ROAD,
NEW BARNET.

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GRAND GARAGES (RICHMOND), LTD.

The leading South-west London BEDFORD dealers.

IMMEDIATE or early delivery of all BEDFORD models.

EARLY delivery on all TK models.

ALWAYS a selection of good used vehicles available.

RICHMOND RD., Twickenham, Middx. Phone, Pigeon 2216 (six lines).

1955 BEDFORD P6 diesel 5-ton long-wheelbase hydraulic tipper, £150, or terms arranged.
1960, July, BEDFORD 7-ton heavy-duty 1960, 9.00 x 20 tyres, offers.
1955 BEDFORD 3-ton long-wheelbase drop-side truck, fitted Anthony hydraulic lat loader, 19 or terms arranged.

1954 BEDFORD 5-ton P6 long-wheelbase HY tipper, £235.

HENRY EATON, LTD., 107 Palmerston St., Atcham, Manchester. Phone, Ardwick 3140.

1955 BEDFORD 7-ton long-wheelbase, R6 engine, good condition, £235. C. Russett, Millers St., Northam, Southampton 26590.

4 N 4 with winch, low mileage, M.S. rebuild, £150 each.
CUNDEY AND STEWART, LTD., Alfreton, Derby. Phone, Lezbrooks 477.

TWO 7-ton 1954 BEDFORD R6 short-wheelbase tipper, very good condition, £400 each. Ealing 3651, 4504.

1956 BEDFORD 5-ton A-type platform, P6 diesel, painted primer, £475. Arnold 7771.

1955 BEDFORD 7-ton S-type platform truck, diesel, new platform body, cab and body, primer, £595. Arnold 7771.

1956 BEDFORD S-type tractor unit, Scammell hitch good condition, £445. Arnold 7771.

1953 BEDFORD 5-ton truck, very clean, 75% new, £235.

1954 BEDFORD 5-ton truck, new P6 diesel engine, £265. Edgware 2572.

1954 5-ton petrol, alloy box body, C. licence, one owner, £295. Gre 4881-7.

1950 BEDFORD B.T.C. articulated platform truck, Perkins P6 engine, good condition, £225. Mansfield Autos Ltd., High Rd., Broxbourne, Hoddesdon 4567.

1960, September, BEDFORD 7-ton normal-control 8-yl. tipper, steel body, 9.00 x 20 12-ply, low mileage, £600.

1960 BEDFORD 7-ton tipper chassis, new in lease, £750.

1956 BEDFORD 7-ton long-wheelbase platform truck in excellent running order, one owner, new, any trial, £350.

ALSO other good BEDFORDS in stock.

RUSH GREEN MOTORS, Lameley, Hitchin, Herts. Stevenage 174.

CAPITAL MOTOR CO. LTD.

REMINGTON STREET,
CITY ROAD, LONDON, N.1.

Phone, Clerkenwell 7456.

BEDFORD MAIN DEALERS.

NEW BEDFORDS, 8- and 10-ton tractor units, immediate delivery.

NEW BEDFORD 7-ton forward-control standard cab, immediate delivery.

NEW 3- to 7-ton trucks and chassis-cabs, immediate delivery.

1960 BEDFORD Utilabrake, as new, 1,000 cc. engine.

1958 BEDFORD forward-control diesel truck, £600.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., London N.1. Phone, Clerkenwell 7456.

UNIVERSITY COMMERCIALS AND COACHWORK, LTD.

1951 BEDFORD heavy-duty 7-ton tipper, R6, £150.
 1951 BEDFORD heavy-duty 7-ton tipper, 300 engine.
 1955, R6, £265.
 1955, R6, two each at £265.
 UNIVERSITY COMMERCIALS AND COACHWORK, LTD., 99 Boston Rd., London, W.7. Ealing 2611. 891-9557

1956 BEDFORD drop-side truck, R6 engine done 20,000 miles, one owner, fair all-round condition, including tyres, £1350.
 FREDERICK RAY, LTD., Grovebury Rd., Leighton Buzzard. Phone 2192 and 2241.

1960 BEDFORD diesel 4-ton forward-control long-wheelbase platform truck, 5,000 miles, £685.
 1960 BEDFORD diesel 6-ton drop-side tipper, 13,000 miles, £785.
 1960 BEDFORD 7-ton long-wheelbase diesel platform lorry, £275.
 Dawnier Motors, Ltd., Ewell 2382. 889-281

BEDFORD 5-ton boxvan, 1955, interior body measurements 14 ft. long, 6 ft. high with roller shutter and board to sides and rear, recent new petrol engine unit, exceptional machine throughout, £365.
 D. EASTWOOD COMMERCIALS, 27 Aston Rd., North, Birmingham. Phone, Aston Cross 3467. 889-323

1958 BEDFORD 6-wheeler, Comet engine, 2-speed axle, alloy wheels, 9.00 x 20 tyres, unladen weight 4 tons 10 cwt., Phone, Newport 59866. 889-481

VEHICLES surplus to requirements:—

BEDFORD, 1956 long-wheelbase 7 ton, £225.

BEDFORD, 1955, long-wheelbase 5-ton tipper, £200.

BEDFORD 1-ton truck, suit builder, ex-W.D., £60.

THESE vehicles are in good order and are available now as they have been replaced by new vehicles. Your nearest offers, please.

W. BRADLEY AND CO. LTD., 73-85 Broughton Lane, Sheffield, 9. Phone 41449. 889-439

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BEDFORD ALL TYPES WANTED.

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CHANDLERS MOTORS, LTD.

71 GREENWICH SOUTH STREET, L.

LONDON, S.E.10.

Greenwich 2033-4. 222-894

BEDFORDS wanted, Bedford wanted.

BEDFORDS wanted! Bedford wanted! We want Bedford! Trucks, tippers, vans, Lutons, etc. G.I.C. (Commercial), Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. 222-870

A BEDFORD for sale? Phone, Hamilton Motors 466-000 Edgware Rd., London W.2. Phone, Paddington 0022 (2 lines). Immediate settlement and best prices. 889-158

WANTED, 5-type BEDFORD diesel for breaking, Crossways Garage, Crookham, Hants. 890-9417

WANTED BEDFORD A-type tippers fitted with Perkins P6 diesel engines in good running condition. For CMB22, care of "The Commercial Motor". 890-9562

B.M.C.

1955, December, B.M.C. 3-ton 4-cylinder diesel, forward control, long-wheelbase truck and van, excellent condition, £145.

A. AND L. VEHICLE SUPPLY CO., 27-41 Gravel Lane, Salford, 7. Phone, Manchester, B14 1511. 889-5

B.M.C. 1960 7-ton long-wheelbase, twin ram, 15 ft. drop-side steel-body tipper, choice of two, bargain price. Phone, Birmingham As1 3467. 889-319

COMMER

1957 COMMER TS3 10-ton tractor, 5-speed box and heater with Hunds 22-ft. sided trailer, fifth-wheel coupling, 8.25 x 20 tyres, as new, one previous owner.

L. KING TRANSPORT EQUIPMENT CO., LTD., King St., Longton, Stoke-on-Trent. Longton 33231. 889-9405

1957 COMMER TS3 7-ton short-wheelbase tipper, 8.25 x 20 tyres, G. H. Kendrick, Carters Green, West 889-6078

SHELDON MOTOR SERVICES, 2119 Sheldon Rd., Sheldon, Birmingham, 26. Sheldon 4386-7-8. 889-83

1957 COMMER 7-ton TS3 platform truck, good condition throughout, £695, Arnold 7771. 889-110

1954 COMMER 3-4-ton truck, excellent condition. HIRE-PURCHASE, part-exchanges.

PONTAY MOTOR WORKS, LTD., 164 Southwark Bridge Rd., S.E.1. Waterloo 6162-3. 889-119

1957 COMMER 8-cwt. EDV, taxed to December, 1959. Acorn 6731. 889-137

1958 Diesel-engined 30-cwt. commercial van, fitted mobile workshop, Apply George Cohen Sons and Co. Ltd., 42 Standard Rd., London, N.W.10. Phone, 3240. 889-250

A. SPRINGALL, LTD.

1959 COMMER 6-wheel drop-side bulk tipper, air brakes, 5-speed gearbox, heater, heavy duty chassis, etc., cost £3,250, accept £2,100 o.n.o.
 1959 COMMER 6-wheel Unipower truck, aluminium body, 5-speed gearbox, heater, etc., H.P. arranged. A. Springall, Ltd., Plumstead Common, S.E.18. Woolwich 5313. 889-214

1951 COMMER Avenger Luton van, 1,700 cu ft., 6 ton, petrol, £95. Toby Motors, South Beach Parade, Gt. Yarmouth 2759. 889-243

1960, September, COMMER TS4 7-ton tipper with negligible mileage, almost as new, choice of two, £1,200.

1960, September, COMMER TS3 7-ton long-wheelbase drop-side truck, air brakes, 9.00 x 20 plain colour, negligible mileage, as new, £1,250.

1958 COMMER TS3 8-yd. tipper, in very clean condition, well maintained, £650.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 889-310

1958, October, 6-ton Rootes underfloor diesel drop-side truck, in really excellent order, one owner only, 795. A.B. Motors, Canterbury Rd., N.W.6, Mai 4787. 889-310

NEW COMMER, Rootes diesel, Unipower 6-wheeler chassis-cab, 9.00 x 20, air brakes, heater, 5-speed, £2,280.

NEW COMMER, Rootes diesel, 11-ft. 9-in. chassis-cab, 9.00 x 20, air brakes, single heater, 5-speed, helper springs, flashers, £1,678.

NEW COMMER 4-ton pick-up truck with drop sides, £1,583.

NEW COMMER 4-ton diesel pick-up with fixed sides, latest forward control.

1956 COMMER, Rootes diesel, 18-ft. platform, recent factory engine and gearbox, taxed, £550.

1957 COMMER Superispe 6-ton, P6 diesel, drop side, 5-speed, £1,175.

LOWEST H.P. terms. Open Sunday mornings.

JOHN JORDAN, official COMMER dealers, Manor Garage, Sandy, Beds. Phone 271. 889-397

1958 COMMER 7-ton TS3 lorry, well shod, air brakes and 5-speed gearbox, highly recommended, £775. C. L. and H. L. Blundell, Wichester Garage, Canterbury. Phone 5476. 889-356

Commer Wanted

COMMER Rootes diesel 11-ft. 9-in.-wheelbase wanted. Phone, Ealing 798. 889-220

DENNIS

DENNIS Pax diesel truck, 1956, one owner, one driver, genuine 25,000 miles.

DENVER MOTORS, LTD., Leytonstone, E.11. Mr 3381. 890-9427

DENNIS Stork pantechonit, 1,000-cu.-ft., Perkins P4, low loader, excellent order, £500, Dreadnought Garage, Kingsway, Hove. Phone 35222. 889-9332

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H. R. WILSON-SCOTT, LTD.

MONK MEADOW, GLOUCESTER.

Phone, Gloucester 24447-8.

ALWAYS NEW MODELS AND USED VEHICLES IN STOCK.

PART EXCHANGES WELCOMED.

222-830

1955 DODGE 144 R6 7-ton short-wheelbase tipper, 2-speed axle and extension sides, £495.

Kendrick, Carters Green, West Bromwich 0778. 889-61

CHOICE of three long-wheelbase DODGE P6 diesels, drop-side truck bodies.

COMBES SERVICE STATION (Ford Main Dealers), By-pass Rd., Guildford. Phone 62962. 889-123

1951 DODGE 5-ton long-wheelbase drop-side truck, fitted Perkins P6 engine, nearly new tyres all round, ex B.O.C., one owner, very clean, £250.

COTSWOLD HAULAGE (SALES), East St., Farnham, Surrey. Phone Farnham 4049, day or night. 889-302

DODGE 1960 7-ton wood-body short-wheelbase tipper, latest Perkins engine, exceptional machine, cheap. Phone, Birmingham As1 3467. 889-320

E.R.F.

1958 (December, 1957) 7-8-tonner, fitted SLW engine, 5-speed gearbox, Eaton 2-speed axle, 9.00 x 20 tyres, end timing body, 14 ft. with high sides.

W. COPELAND MOTOR ENGINEERING CO., LTD., Copeland St., Stoke-on-Trent. Phone 47507. 889-44

1952 E.R.F. 12-ton articulated unit, reconditioned 6LW Gardner engine, 5-speed split box, tyres 75% profile, 24-ft. trailer, with 5-ft. high detachable sides and winch, immaculate condition, £K75, Edgware 2572. 889-135

HILLS.

1957 E.R.F. 8-wheeler, with 24-ft. drop-side truck body, 6LW Gardner engine, double drive with third differential, C-licence operated, exceptional condition.

HILLS GARAGES (MANCHESTER), LTD., Port St., Piccadilly, Manchester, 1. Central 4311. 889-247

1955 E.R.F. artic. unit, SLW engine, and a 12-14-ton 26-ft. trailer, in really first-class order. S.A.E. combined 10,000 x 20 tyres, as new, £1,250.

ALSO another similar outfit available.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 889-257

Used Goods Vehicles (contd.)

E.R.F. 7-ton 18-ft. platform lorry, SLW engine, 5-speed gearbox, £195 or H.P. arranged.
 HENRY EATON, LTD., 107 Palmerston St., Ancaster, Manchester. Phone, Arndwick 3146. 889-496

FODEN

FODEN 8-wheeler, 1947, chassis-cab, 9.6 Gardner, in very good condition, one owner, C licence, £350.

Also similar 1947, £300.

FODEN 8-ton 1948 chassis-cab, 4-cylinder Gardner, one owner, C licence, in very good condition, £275.

A PLY Knutts Bros., Fenstanton, Hunts. Phone, St. Ives 3325-0. 891-9564

FORD THAMES AND FORDSON

1958 Trader 6D 160-in.-wheelbase chassis and cab, 9.00 x 20 x 12, good condition, £625.

NORMAN REEVES (MOTORS), LTD.

215-218 HIGH STREET, UXBRIDGE, MIDD.

Uxbridge 3444. 889-208

1958 THAMES Trader 7-ton diesel long-wheelbase twin-ram tipper, high sides, coal body, excellent condition, £675. Terms arranged, Cox's Motors (Hull Top), 127 Hill Top, West Bromwich. Phone, Wednesbury 0470. 889-49

ONE 5-ton 6D long-wheelbase truck, 1958, good condition.

COMBES SERVICE STATION (Ford Main Dealers), By-pass Rd., Guildford 62962. 889-124

GORDON KING MOTORS, LTD.

FORD AND THAMES DEALERS.

TRADER 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered ex works for early delivery, £1,220.

TRADER 4D diesel 4-ton low-frame chassis, fitted with 1,250-cu.-ft. body as above, early delivery, £1,245.

1959 THAMES Trader 7-ton 7-cu.-yd. tipper, Anthony rent, £775.

1959 THAMES 12-seater estate car, £475.

MITCHAM LANK S.W.16. Streatham 3133-4. 889-177

1958 Trader 6-yd. tipper, 6D diesel, really nice condition, £650.

1958 Trader 6-yd. tipper, 6-cylinder petrol engine, very low mileage, £465, Edgware 2572. 889-133

LUTON COMMERCIAL MOTORS, LTD.

DUNSTABLE.

FORD DISTRIBUTORS.

1959 THAMES Trader 6D 160-in.-wheelbase chassis and cab, £775.

1958 THAMES Trader 6D 160-in.-wheelbase platform truck, £750.

1958 THAMES 10-12-cwt. van, £275.

1958 THAMES 15-cwt. pick-up, £275.

1957 THAMES 15-cwt. van, £250.

THE SQUARE.

PHONE, DUNSTABLE 64381. 889-253

UNREGISTERED Thames Trader Luton, 1,000 cu. ft., £1,040.

THAMES Trader artic. unit Brookhouse, £925

Thames Trader artic. unit, S.A.E. coupling, £900

1960 Thames Trader 5-ton truck, £525.

1958 Thames Trader Luton 900 cu. ft., £700.

1958 Thames Trader 7-ton platform, £800.

1957 5-ton Trader, platform, £500; choice of two

1957 Thames 7-cwt. van, £230.

1957 Thames Trader 5-ton tipper, £590

FRANK G. GATES, LTD., Gates Corner, E.18 Wan, stead 6633. 889-147

W. HAROLD PERRY, LTD.

MAIN FORD DEALERS.

FINCHLEY.

1959, December, Thames Trader 7-ton 6D long-wheelbase platform truck, 18,000 miles, many extras, £975.

1959, December, Thames Trader 7-ton 6D long-wheelbase platform truck, low mileage, many extras, £975.

1959 Thames Trader 7-ton 6D 7-cu.-yd. tippers, new Anthony metal bodies and tipping snags, choice of three, £995.

1959 Thames Trader 5-ton 6D Edbro drop-side metal-body tipper, £835.

1960 Thames Trader 6D articulated unit, 1,500-cu.-ft. body mounted on Tasker fifth-wheel trailer, 5,000 miles only, roller shutter and a lboard, many extras, £1,795.

GOOD selection of Thames and Bedford light vans and 12-scater. Hire-purchase facilities available.

297 BALLARDS LANE, North Finchley.

HILLSIDE 8888.

889-342

435

Used Goods Vehicles (contd.)

FORD 4D truck, 1955 to 1959, choice of several.
JACKERBY AND CO., Maybells Farm, Ripple Rd.,
Barking, Essex. Dominion 5583. 889-155
1958, in exceptional condition, painted dark green,
unwritten, one owner, 1958 diesel, 6725.
ADLARDS MOTORS, LTD., main FORD dealers, 43-
45 Acre Lane, S.W.2. Brixton 6431, six lines. 891-9559

HUNTER VEHICLES, LTD.

CROWN WORKS,
290 SOUTHURBY ROAD,
ENFIELD.

1957 Trader 4-ton (October) boxvan, 640 cube, 4D
engine, nearside and rear shutters, flat door,
21,000 miles, exceptional value, one owner, heaters, flashers,
E585.
1957 Trader 5-ton boxvan, 640 cube, 4D engine, near-
side and rear shutter, flat floor, flashers, one
owner.
1956 THAMES 3-ton boxvan, 540 cu., 4D engine,
nearside and rear shutters, wheelboxes, one
owner, excellent condition throughout.
1956 THAMES 3-ton 157-in. wheelbase, chassis-cab,
4D engine, 7.00 x 20 tyres, one owner, excel-
lent condition.

IMMEDIATE DELIVERY.
HIRE-PURCHASE TERMS ARRANGED.

HOWARD 4184. 889-365

1960 Thames Trader 6 diesel 7-ton long-wheelbase
truck, 18-ft. body, very low mileage, £850.
1960 Thames Trader 6 diesel 7-ton long-wheelbase
steel body and gear, very low mileage, £850.
ALSO other good Trader vehicles in stock.

TERMS and exchanges.
RUSH GREEN MOTORS, Langley, Hitchin, Herts.
Stevenage 174. 889-264

1958 FORD Trader 4D 3-ton boxvan, 35,000 miles,
£490. Dawnter Motors, Ltd. Ewell 2382.
889-284

1959 THAMES 2-ton van, fitted out with shelves
and rear step, £675.
1959 THAMES 7-cwt. van, with extras, good con-
dition, £310.
1956 THAMES 5-ton 4D long-wheelbase drop-side
truck, good condition, £350.
COOMBS COMMERCIAL (GUILDFORD), LTD.,
Portsmouth Rd., Guildford, Surrey. Phone, Guildford
62907. 889-305

L AMBERTS OF KINGSTON, LTD.

TRADER, 1959, 6-cu.-yd. tipper, fully reconditioned
with new steel body and tipping gear, choice of two,
£1 035.

140A LONDON ROAD,
KINGSTON-UPON-THAMES.

SURREY.
Phone, Kingston 7700 (20 lines) or
MOLESEY 6949 AFTER 7 P.M. 889-363

1960 FORD County 6-wheeler, 10-tonner, 24-ft. plat-
form, trailing axle, 9.00 x 20, low mileage,
choice of two, from £1,100.

1960 FORD Trader 6D 7-ton, 9.00 x 20, 18-ft.
platform, low mileage, £875.
1959 FORD Trader 6D 160-in. 7-ton 18-ft. platform,
30,000 miles, Michelin B20K, £775.

1959 FORD Trader 6D short-wheelbase steel tipper,
20,000 miles, £615, new Ford forward-control
15-cwt. chassis-cab.
1959 FORD Trader 6D 7-ton 138-in. wheelbase 15-ft.
drop-sider, heater, flashers, etc., choice of
three, £750.

1959 FORD Trader-Scammell articulated outfit, 25-ft.
platform, £1,250.
1958 FORD 15-cwt. van, one owner, £315.

1955 FORD 4D long-wheelbase tipper, recent repaint,
well shod, £325.
1955 FORD 4D long-wheelbase 16-ft. drop-sider,
£285.

NEW FORD forward-control 15-cwt. vans, choice of
two, factory colours.

OFFICIAL FORD dealers.

JOHN JORDAN, Manor Garage, Sandy, Beds. Phone,
Sandy 271-2. 889-396

1955 FORD 4D, platform, £200, Lawrence, Alfreton,
Derbyshire. Phone 505. 889-324

1959 Thames Trader 30-cwt. diesel truck, in factory
colours, 11,000 miles since new, £600. C. L.
and H. L. Blundell, Wincheap Garage, Canterbury. Phone
476. 889-357

Ford Thames and Fordson Wanted

FORDSON Thames 4D vehicles, trucks, vans and
Luton, 1957 onwards, all types, Ferraris of Crickle-
wood, Ltd., 200-220 Cricklewood Broadway, N.W.2.
Gladstone 2234-5-6-7. 889-143

WANTED, FORD 4D vans and Perkins, all capacities,
from 1955 onwards, J. Chundlers Motors, Ltd., 71
Greenwich South St., London, S.E.10. Gre 2032-4. 889-278

GUY

GUY 1952 1,000-cu.-ft. boxvan, £225. Walter Walker
(Ecclesfield), Ltd., Ecclesfield, near Sheffield. Phone,
Ecclesfield 3667. 889-37

GUY Otter 5-6-ton 18-ft. platform lorry, Gardner 41K
engine, 5-speed axle, £295 or terms arranged.
HENRY EATON, LTD., 107 Palmerston St., Ancoats,
Manchester. Phone, Ardwick 3146. 889-464

436

Used Goods Vehicles (contd.)

BENTLEY BROS. (SHEFFIELD), LTD.

MAIN BEDFORD DEALER,
SHEFFIELD.

1955, November, GUY Otter, 4LK engine, 16-41
drop-side body, immaculate condition, £250.
THE WICKER, SHEFFIELD, 3. Phone 29281. 889-415

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L AND ROVERS for sale, diesel and petrol, 1956 to
1960 models, thoroughly overhauled, keen prices. All
inquiries acknowledged to A. Garland-Jones, Ltd., 9-11
High St., Swindon, Wilts. Phone, Swindon 6053. 889-9406

1958 Short-wheelbase LAND ROVER hard-top, not
used on land, excellent condition, diesel, £375.
Ian House Farm, Colnbrook 2741. 889-173

GOOD selection of used LAND ROVERS always in
stock.
COOMBS COMMERCIAL (GUILDFORD), LTD.,
Portsmouth Rd., Guildford, Surrey. Phone, Guildford
62907. 889-306

LEYLAND

J. CAMPBELL PARK, LTD., offers a most genuine
bargain.
1956, July, LEYLAND 8-wheel Octopus, double
drive, excellent condition and good tyres.
£1,550.
J. CAMPBELL PARK, LTD., Chidwall Valley Rd.,
Gateacre, Liverpool. Phone, Gateacre 1331. 889-13

1950 6-wheel LEYLAND platform, excellent con-
dition.
JACKERBY AND CO., Maybells Farm, Ripple Rd.,
Barking, Essex. Dominion 5583. 889-152

BROWNHILLS MOTOR SALES.

LEYLAND, ALBION, SCAMMELL
AUTHORIZED DEALERS.

1955 And 1954 LEYLAND Comet normal-control
tipper, 14-ft. 6-in. coal body.
EARLY delivery of new LEYLAND Comets and Super
Comets.

SEE our advertisement under Used Goods Vehicles
Unclassified.

BROWNHILLS MOTOR SALES.

WAITING STREET (A5), BROWNHILLS, STAFFS.
Phone, Brownhills 2307, 23367 and 2392. 889-336

1959 Octopus 24.04 chassis frame, as new, £100.
PETERBOROUGH ENGINEERING CO., LTD., 36-42
Eye Rd., Peterborough. Phone 66161. 889-313

MAUDSLAY

1948 MAUDSLAY Twin Steer, excellent condition,
choice of four, C. Russell, 155 Millbank St.,
Northam. Southampton 26590. 889-209

MAUDSLAY Mogul 7½-ton 20-ft. drop-side truck, 7.7
A.E.C., £295 or terms arranged.
HENRY EATON, LTD., 107 Palmerston St., Ancoats,
Manchester. Phone, Ardwick 3146. 889-465

MORRIS AND MORRIS-COMMERCIAL
PALMERSTON OF KINGSTON.

MORRIS AND MORRIS-COMMERCIAL RETAIL
DEALERS.

RELIABLE used vehicles in stock.
PALMERSTON COMMERCIAL MOTORS, LTD.,
75-77 Penryn Rd., Kingston 5918. 889-202

DICKINSON AND ADAMS (LUTON), LTD.

UNREPEATABLE OFFER:—
5-TON MORRIS-COMMERCIAL 5-CUBIC-YARD
PETROL TIPPER.
AS NEW AND UNREGISTERED. WORKS MILEAGE
ONLY.
REDUCED TO £840 DUE TO CANCELLED ORDER
LEAGRAVE ROAD, LUTON.
Phone, Luton 51221. 889-273

MORRIS-COMMERCIAL 5-ton long-wheelbase diesel
(Saurer) 1953 drop-side lorry, good condition, £195.
Any trial. Meadowway Spares, Bordesley Green Rd.,
Birmingham, 9. Victoria 4933. 889-433

RENAULT

GORDON KING MOTORS, LTD.
SOUTH LONDON RENAULT DISTRIBUTORS.

NEW RENAULT Estafette 10-12-cwt. vans, high roof
model, standard body (available with side-loading
doors), pick-up with tilt; also 8-seater passenger vehicle;
available for early delivery. Demonstration vehicles avail-
able now.

MITCHAM LANE, S.W.16. Streatham 3133-4. 889-178

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PARADISE MOTORS, Geldard Rd., Birstall, York-
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1954 SCAMMELL 20-25-ton articulated low loader,
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three.

LEYLAND Beaver boxvan, 600 engine.
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SEVERAL very good 8-ton 18-ft. Scammell trailers.

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- 1959 FORD Trader 6D, 7-ton short-wheelbase tipper, choice of three, each £875.
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- 1952 SENTINEL long-wheelbase 24-ft. platform lorry, well tired, in good order, choice of two, each £480.

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- 1958 DODGE 6-wheeler with Leyland engine double-drive rear axle, fitted with tipping gear and 20-in. alloy body.
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- 1956 SEDDON diesel, fitted with platform body, de luxe cab, one C-lisence owner, one driver.
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- 1955 SEDDON diesel Mk. 12, fitted with twin-speed axle, heavy David Brown gearbox, 9.00 x 20 tyre equipment, forward control, one C-lisence owner.
- 1955 BEDFORD diesel P6 with 16-ft. platform body, 8.25 x 20 tyre equipment.
- 1954 SEDDON diesel Mk. 12, fitted with modified R6 engine, 18-ft. 6-in. platform body, twin-speed axle, 9.00 x 20 tyre equipment, one C-lisence owner, good machine.
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NEW VEHICLES AVAILABLE FOR

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7-TON long-wheelbase drop-side truck.

LD05 30-cwt. diesel van.

LD04 20-cwt. diesel van.

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GOOD STOCKS OF

SECOND-HAND VEHICLES

AS BELOW:—

- 1959 LAND ROVER, long wheelbase, petrol, full hood grey, flashers, heater, 14,000 miles, £595.
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- 1951 GUY 4-ton drop-side truck, £95.
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FOR new and used commercial vehicles.

- 1959 AUSTIN A50 pick-up truck excellent condition.
- 1954 DODGE P6 tractor unit, Eaton axle, 7.50 x 20, Scammell coupling, one owner, £235.

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- 1958 BEDFORD 7-ton tipper, G.M.C. engine, 14-ft. by 4-ft. steel body.
- 1957 BEDFORD 5-ton tipper, petrol, 12-ft. steel drop-side body.
- 1955 BEDFORD 5-ton tipper, 13-ft. 6-in. timber body.
- 1954 BEDFORD 7-ton tipper, petrol, U-shaped steel body.
- 1953 SEDDON 4-ton tipper, P4, 10-ft. timber body.
- 1951 MORRIS 5-ton tipper, 5-cu.-yd. timber body.
- 1948 SEDDON 6-ton, P4, 10-ft. timber body.
- 1958 LEYLAND Comet normal-control medium-wheelbase 14-ft. by 2-ft. timber drop-side.
- 1956 BEDFORD 7-ton R6 short-wheelbase forward-control, 11-ft. 6-in. by 4-ft. steel fixed sides.
- 1955 DODGE 7-ton, R6, 14-ft. by 4-ft. timber fixed-side.
- 1957 BEDFORD 7-ton, Comet engine, 11-ft. 6-in. by 2-ft. 6-in. timber fixed sides.
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- 1957 COMMER TS3, 19-ft. timber drop-side.
- 1956 BEDFORD 7-ton R6, 16-ft. timber flat.
- 1956 BEDFORD normal-control, 16-ft. 6-in. timber flat.
- 1955 DODGE 6-ton P6, 16-ft. timber drop-side.
- 1950 MAUDSLAY 7-ton, 20-ft. timber flat.
- 1948 MAUDSLAY Twin Steer 20-ft. timber flat.
- 1954 SENTINEL 7-ton, 17-ft. 9-in. timber flat.
- 1946 FODEN 7½-ton 4LW engine, 17-ft. 10-in. timber drop-side.
- 1957 SEDDON 6-ton, P6, 16-ft. 6-in. timber drop-side body.
- 1957 BEDFORD tractor unit, with 23-ft. Scammell trailer.
- 1959 FORD Trader, 7-ton, 6D, 16-ft. 6-in. timber flat.
- 1951 FORD Sussex, P6, 18-ft. 6-in. (timber drop-side).
- 1946 E.R.F. 7-ton, 5LW, 18-ft. alloy double-drop-side.
- 1954 BEDFORD-SCAMMELL tractor unit, 6D engine.
- 1946 ATKINSON Twin Steer, 20-ft. timber flat.
- 1959 LEYLAND Comet Model ECOS/4R, 19-ft. timber platform with hard top tilt.
- 1953 THORNYCROFT 18-ft. timber double-drop-side.
- 1953 LEYLAND Comet, medium wheelbase, normal control, 16-ft. 6-in. timber flat.
- 1955 ALBION Chieftain, 18-ft. alloy framed timber flat.
- 1959 LEYLAND Comet Model CS3/3R, chassis-cab only, choice of three.
- 1956 LEYLAND Comet Model ECOS2/4R, chassis-cab only.
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- 1958 BEDFORD forward-control 7-ton G.M.C. engine, 16-ft. 6-in. timber flat.
- 1954 DODGE 5-ton, P6, 16-ft. 6-in. timber flat.
- 1954 LEYLAND 7-ton, 18-ft. timber flat.
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- NEW 12-ton 25-ft. SCAMMELL automatic coupling 1 semi-trailers available as chassis only platform or drop-side, 9.00 x 20 (14-ply) tyres, quick delivery.
- ONE new York Model HW2 semi-trailer with Type 6 axle, 25-ft. platform with 2-ft. 6-in. headboard, mounted on 10.00 x 20 Michelin tyres with 10-stud wheels and vertical landing, spare-wheel corner bolted.

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- 1959 COMMER TS3 platform, 7 ton.
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- 1954 LEYLAND Octopus 8-wheel double drive, 24-ft. 6-in. platform.
- 1953 ATKINSON 8-wheel double-drive 6LW platform.
- 1949 ATKINSON 5LW 4-wheel platform, recent reconditioned engine.

DISTRIBUTORS FOR**NORTHERN TRAILER CO., LTD.**

NEW Tandem 27-ft. trailer, 10.00 x 20 tyres.

NEW 14-ton 25-ft. trailer, 10.00 x 20 tyres.

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NEW 7-ton 6D Trader chassis and cab, on 9.00 x 20 tyres, other extras.
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NEW ALBION CH7TR tractor, Scammell, for immediate delivery.
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1957 ALBION Clydesdale, 20-ft. platform body, Leyland engine, fibreglass cab, good tyres, first-class order throughout.
1956 ALBION Reiver, 6-wheel, double-drive axle, 21-ft. 6-in. platform body, immaculate condition throughout.
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1952 VANGUARD 10-cwt. van, new differential.
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WE SOLICIT YOUR INQUIRIES.

ENGINES.

A.E.C. 7.7 from £50 each. Leyland 7.4 complete with gearbox, from £100 each. Leyland 8.6 from £35 each.

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BEDFORD 6-ton diesel platform truck, 1955, body 19 ft. by 7 ft. 10 in. below.
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NEW BEDFORDS available from stock.
15-CWT. Workabus Utilibrake, builders' drop-side trucks, 35-cwt. chassis-cabs, 3-ton normal-control drop-side trucks, 6-ton 5-cu.-yd. normal-control long-wheelbase diesel chassis-cab. Early delivery on new Bedford 7-ton forward-control diesel tippers. T.K. Below.

THREE SPIRES MOTOR CO., LTD.

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COMMER diesel 7-ton tipper, registered December, 1959, 9.00 x 20 tyres, exceptional machine.
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COMMER diesel, 12-ton tractor, March, 1958.
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DODGE R6 tipper, June, 1956.
COMMER 5-ton forward-control, petrol, drop-sided, March, 1952.

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Phone 2201-4.

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1956 Selection of BEDFORD 7-ton flat tippers, both petrol and oil, good condition.
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1957 LEYLAND 8-wheel tippers.
1957 Thames Trader, 6D engine, 17-ft. 6-in. platform body.
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1949 ALBION CX3 model, 4- and 6-wheel platform bodies.
1955 GUY Warrior, A.E.C. 7.75 engine, 2-speed axle, 20-ft. alloy platform body.
1959 E.R.F. Twin Steer, 5LW engine, 20-ft. platform body.
1956 E.R.F. Twin Steer, 5LW engine, 5-speed gearbox, drop-sided body.
1950 MAUDSLAY Meritor 8-wheel tipper, double drive.
1960 Thames Trader tractor unit, 6D engine.
1956 LEYLAND Comet forward-control platform lorry.
1953 BEDFORD 8-wheeler, Leyland engine, 5-speed gearbox, single drive, 24-ft. platform body.
1959 LEYLAND Super Comet tractor unit, 5th-wheel coupling, air brakes, immaculate condition; two.
1955 ALBION Clydesdale tractor unit, 5th-wheel coupling.
BRISTOL crawler tractor, Model 22, P3 diesel engine, complete with Trak-Grids.
1953 E.R.F. Twin Steer, 5LW, 20-ft. platform body.
1957 COMMER TS3, 7-ft. 9-in. wheelbase, wood tipping chassis and cab.
1957 ALBION Chieftain, 4-cylinder Albion engine, 17-ft. 6-in. platform body.
CARRIMORE 4-wheel trailer, 16-ft. wood platform body.

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USED VEHICLE DIVISION.

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NEW IMMEDIATE DELIVERY.

7-TON COMMER 13-ft. 6-in.-wheelbase chassis-cab, 9.00 x 20 tyres, 5-speed gearbox, and air brakes.
12-TON COMMER tractor, fitted S.A.E. coupling, air brakes, 9.90 x 20 tyres with 12-ton 25-ft. Hands trailer.
12-TON COMMER tractor, fitted Scammell Mark II automatic coupling, air brakes and 8.25 x 20 tyres, with 12-ton 25 ft. Scammell trailer.
COMMER-UNIPOWER 21-ft. 6-wheel platform truck, with 9.00 x 20 tyres, air brakes, power steering.
SCAMMELL 12-ton trailer, 25 ft.
COMMER 15-cwt. van.
COMMER 30-cwt. van.
COMMER Cob.
1956 COMMER Rootes diesel platform, 9.00 x 20.
1959 COMMER 6-wheeler, small mileage.
1956 BEDFORD 300 engine, long-wheelbase 6-ton.
1957 BEDFORD, 300 engine, 7-ton.
1958 MORRIS 15-cwt. J2 van.
1955 MORRIS 10-cwt. pick-ups.

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EALING, W.S.

PHONE, EALING 7987.

After hours, iver 561 or Beaconsfield 1081.

889-219

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1956 FORDSON Thames, 4D engine, meat container body, £195.
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1954 SEDDON 5-ton diesel tipper, ready for immediate use, £200.
1955 BEDFORD 5-ton short-wheelbase diesel tipper, all-steel drop-side body with underfloor gear.
UNREGISTERED BEDFORD 5-ton long-wheelbase diesel J-type drop-side truck, 2,000 miles only, left-hand drive, £795.
FIVE 1959 long-wheelbase BEDFORD Utilibrake conversions, head lining, heater, etc., £465 each. Always available.
WRITE, call or phone for details.

THE WICKER, Sheffield, 3. Phone 29281.

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AND YORK TRAILERS.
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NEW FORD Trader, fitted Eaton 2-speed axle, 18-in. rear axle, one with York fifth-wheel attachment, without.
TWO new FORD Trader tractors, fitted latest Eaton 2-speed axles.
NEW Trader 7-ton chassis and cab, long wheelbase, 9.00 x 20 tyres, Eaton axle; choice of two.
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TWO new COMMER 7-ton standard tippers, 9.00 x 20 tyres, air brakes.
COMMER 1957 TS3 medium-wheelbase tipper, 18-in. wood body and extension sides for coal haulage, £440.
1958 FORD Trader steel-body drop-side tipper, very sound, £685.

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TWO 11-ton W.I.A. to fit tractors above, but will also separately, Scammell hitch, 9.00 x 20 tyres, wheel fitted, 26-ft. platform with 2-ft. headboard.
ONE 11-ton as above but fitted with York fifth-wheel coupling and vacuum brakes.

MAIN DEALERS FOR AUSTIN, B.M.C., COMMER, DODGE, FORD, KARRIER AND LAND ROVER.

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NEW A.E.C. Mk. II Mercury, 14-ft. 6-in. wheelbase chassis and cab.
NEW York HW2 14-ton semi-trailer, 25-ft. platform 4-ft. 6-in. wooden loading board, air brakes, S.A.E. pin.

1959 ALBION Clydesdale CD21XLW, 24-ft. form with draw work, in first-class condition.
1959 B.M.C. 7-ton short-wheelbase tipper, 7-cu.-yd body, clean, very good condition, £850.
1959 Thames Trader 6D short-wheelbase tipper, 7-cu.-yd body, immaculate, £900.
1957 BEDFORD S 300 diesel drop-side truck, £480.
1957 BEDFORD S Leyland engine, drop-side metal clean, good mechanical condition, £375.
1956 FORD 4D long-wheelbase platform truck, very good order, £350.
1955 A.E.C. Mk. II Mercury, light alloy platform body, well shod, £800.
1949 ALBION Chieftain, good runner, £175.
SCAMMELL tractor, air brakes, fifth wheel, 5th engine, £200.

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1954 DODGE 5-ton short-wheelbase tipper, 18-in. ram wood body, 2-speed axle, £450.
1953 BEDFORD 7-ton long-wheelbase flat, 6-ton engine, £175.
1953 DENNIS Pax long-wheelbase platform truck, £275.
1957 Trader 5-ton 138-in. tipper, 4D engine, drop side, £750.
NEW Thames Trader articulated unit, ex stock.
THAMES Trader 7-ton 108-in. drop-side and fixed-top tippers, ex stock.
4-TON Thames 157-in. wheelbase, heavy-duty frame with 18-leaf rear springs, ex stock.
10- 12- and 15-cwt. vans, early delivery.

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1958 AUSTIN 1-ton H.V.6 van, one owner, £115.
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1957 BEDFORD Workabus, resprayed, nice condition, £340.
1956 HILLMAN estate car, nice condition, £375.
1955 MORRIS Cowley van, £175.

Used Goods Vehicles (contd.)

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EARLY DELIVERY OF ALL THAMES MODELS.
USED TRUCKS.

- 1958** FORD Trader 6D, 160-in.-wheelbase chassis and cab, £625.
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1958 FORD 6D Trader 7-ton, 16-ft. 6-in. platform body, choice of four, £690.
1957 FORD 6D Trader 5-yd. Anthony hoist tipper, £690.
1957 FORD 6D Trader 5-ton long-wheelbase truck, £650.
1959 COMMER TS3 7-ton truck, alloy body, £850.
1958 COMMER TS3 7-ton truck, alloy body, £750.
1957 COMMER TS3 7-ton truck, alloy body, £650.
1957 COMMER TS3 Balco extension 7-tonner, 24-ft. body, £690.
1956 FORD 4D truck, 14-ft. body, £275.
1955 FORD 4-yd. tipper, P6 engine, £225.
1955 BEDFORD 4-yd. tipper with Bedford diesel, £590.
1958 BEDFORD 4-yd. tipper with 4D engine, £590.
1954 BEDFORD 5-yd. tipper, £250.
1955 DENNIS Pax 5-ton forward-control platform truck, £390.
1953 GUY 5-ton insulated van, P6 diesel, £360.
1949 LEYLAND Comet with Anthony hoist, 5-yd. tipper, £190.
1949 LEYLAND Comet with Anthony hoist, 6-yd. tipper, £190.
1949 FORD 4D tipper with drop-side body, £190.

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- Comet 90 long-wheelbase platform, £595.
1955 Octopus 24-ft. alloy platform, trailing axle, £1,400.

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- 1959** 7-ton long-wheelbase tipper, 300 engine, 2-speed axle, £850.
1955 7-ton long-wheelbase drop-side, R6, £395.

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- 1959** AUSTIN A55 10-cwt. van, passenger seat and heater, 14,000 miles, one owner, immaculate, £385.
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1957 MORRIS MINOR 1-ton van, passenger seat, in excellent condition, £275.
1955 AUSTIN 1-ton standard van, excellent order, £165.

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AGENTS for Austin, Ford and Standard commercials. A large selection of new and used vans always in stock.
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- 1960.** May, AUSTIN 702 diesel with 7-cu.-yd. tipping body, also fitted with 9.00 x 20 tyres, cab heater and flashers, 25,000 miles, £1,325.
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CRAWLEY 25666 (FIVE LINES).

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ALL MODELS.

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- NEW DODGE** 7-ton hydraulic tipper, Leyland engine, immediate delivery.
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1954 ATKINSON 4LW 15-ft. hydraulic tipper.
1956 BEDFORD long-wheelbase 5-ton A-type drop-side truck.
1949 BEDFORD long-wheelbase 5-ton hydraulic tipper, 15-ft. drop-side body, new P6 engine.
1952 E.R.F. 24-ft. flat, Gardner engine.
1953 DODGE 7-ton R6 15-ft. hydraulic tipper, new tyres.
1953 FODEN 8-wheel double-drop-side 22-ft. steel-bodied tipper.
1954 Rebuilt A.E.C. 8-wheel double-drop-side alloy tipper.
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1958 FORD 7-ton Trader flat.
FORD Trade 7-ton long-wheelbase hydraulic tipper.
1956 FORD D long-wheelbase truck, new engine.
1956 FORD D steel-bodied tipper, very clean.
1955 LEYLAND Octopus 22-ft. hydraulic tipper, recently fitted with new engine and diff., new body, resprayed, very clean, choice of two.
1950 LEYLAND Comet.
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FORD 4D 1956 long-wheelbase tipper.
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ALBION Chieftain, 1955, platform body.
ALBION Chieftain, 1955, drop-side body.
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109-IN. LAND-ROVER, petrol and diesel.

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Used Goods Vehicles (contd.)

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- NEW COMMER** 7-ton 13-ft. 6-in. chassis-cab, 5-speed box, air brakes, heater.
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NEW COMMER 6-ton 11-ft. 9-in. wheelbase chassis-cab, standard tyres, medium diesel engine.
NEW COMMER 11-ton super-capacity van, petrol or diesel engine, in primer.
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NEW COMMER 15-cwt. van, high-top vans, bottle floats, drive-away front-ends, choice of petrol or diesel.
NEW KARRIER Cobs and express delivery vans, choice of colours.
NEW KARRIER Bantam 10-ft. 2-in.-wheelbase chassis.
NEW KARRIER Bantam 2-ton tipper, complete, petrol engine.

TIPPERS.

- 1956** COMMER TS3 tipper, complete, in perfect mechanical condition, one owner from new.
1954 August, BEDFORD 5-ton short-wheelbase tipper, with diesel engine, £325.
1947 KARRIER Bantam refuse vehicle, £75.

PLATFORM.

- 1954** THORNYCROFT 6-7-ton flat platform, diesel engine, one owner, good tyres, recently had rear suspension overhauled, £250.
1949 6-7-ton THORNYCROFT diesel-engine lorry, in good running order, £125.
1955 (Late) BEDFORD 5-ton drop-side lorry, good tyres, one owner, petrol engine, £200.
1956 COMMER flat lorry, make a good builder's wagon, £350.
1950 AUSTIN Loadstar, a bargain at £175.

VANS.

- 1959** AUSTIN 12-seater P.S.V. light buses, certificate of fitness to 1960, one owner, very well maintained, choice of five at £500 each.
1959 AUSTIN A35 van, in beautiful condition, one owner-driver, £340.
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1956 MORRIS Cowley van, repainted, £270.
1957 COMMER E.D.V., sound condition, £285.
1955 COMMER 25-cwt. van, repainted, mechanically sound, £150.
1959 COMMER Cob, well maintained, £325.
1953 MORRIS van, £150.
1958 COMMER E.D.V., in very good running order, one owner from new, £360.
1950 MORRIS J-type van, a sound investment, £400.
1960 COMMER 3-ton sliding-door van, 2,000 miles only, a bargain at £495.
1956 BEDFORD 35-cwt. van, roller shutters, rear door with shelves, 9.00 x 16 tyres, one owner, two, £150 each.
1954 3-ton BEDFORD van, twin roller shutters at rear, 6.50 x 20 tyres, one owner, good condition, £150.
1956 December, AUSTIN Minicach, very clean, excellent mechanical order, £275.

ANCHOR MOTORS, CHESTER.

WILDE AND BENNETT, L. TD.

- 1955** ATKINSON 8-wheel tipper, 6LW, double drive, 40 x 8 tyres, large body, excellent condition, £1,750.
1955 A.E.C. Mercury 6-wheel tipper, Boys extension, large capacity coal body, clean condition, £1,475.
1958 DODGE diesel 7-8-ton short-wheelbase tipper, R6, 9.00 x 20 tyres, small mileage, clean condition, only £625.
1958 SEDDON diesel 7-8-ton short-wheelbase tipper, 9.00 x 20 tyres, tyres need slight repairs, very clear, only £425.
1958 BEDFORD diesel 7-ton long-wheelbase lorry, 18-ft. platform, 9.00 x 20 tyres, clean, £680.
1957 AUSTIN Loadstar 5-6-ton long-wheelbase lorry, only £275.
1951 COMMER Avenger 33-seater luxury coach, 16-ft. wide, radio and heater, excellent condition, only £695.

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OFFER:—

- 1956** BEDFORD 5-ton long-wheelbase diesel tipper, 2-speed axle, 8.25 x 20 tyres, ready for work, £425.
1955 FORD 4-ton 4D diesel-engine tipper, one fastidious owner, £295.
1954 ALBION Chieftain, 16-ft. platform body, extremely attractive vehicle, £435.

Used Goods Vehicles (contd.)

GARLICK, BURRELL AND EDWARDS, L. TD.
188 REGENT ROAD,
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WE SHOULD LIKE TO TAKE THIS OPPORTUNITY
OF WISHING ALL OUR CUSTOMERS

**A VERY HAPPY AND PROSPEROUS
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THE FOLLOWING VEHICLES FOR DELIVERY
WITHIN SEVEN DAYS.

ONE NEW BEDFORD 1,800-cu.-ft. full-fronted pantechnicon, based on a Bedford 300-cu.-in. diesel passenger chassis, 225 x 200 12-ply tyres, 50-gal. fuel tank, 800 overall width, body dimensions 24 ft. by 8 ft., 9 ft. high; vehicle is fitted integral cab, wide division screen and covered quarter lights, panelled in Plymax translucent roof, complete with bumpers, etc.
ONE NEW BEDFORD 15-cwt. H.C.B. Univan, 200-cu.-in. diesel engine, last price.
WE offer this week the following used vehicles.
Subject to being unsold.

TRACTORS.

1958 BEDFORD 8-ton normal-control Scammell, 300-cu.-in. diesel tractor unit, choice of two, one recently fitted with service short motor, both in very good condition, £495 each.
1957 BEDFORD 8-ton normal-control Scammell diesel tractor unit, choice of two, £465 each.
1956 BEDFORD 8-ton normal-control, Perkins P6, Scammell tractor unit, £225.
1955 BEDFORD 10-ton 5-type R6, S.A.E. tractor unit, latest-type cab recently fitted, good condition throughout, £285.

TRUCKS.

1958 FORD Thames Trader, flat-platform lorry, 6D diesel, one owner from new, £725.
1956 BEDFORD 4-ton long-wheelbase lorry, P4 diesel with hand brake, canopy curtain, excellent machine throughout, one owner from new.
C.W.D. FODEN 6-wheel flat, 6LW Gardner, double drive.
1952 E.R.F. 4-wheel flat, 5LW Gardner.
C.W.D. FODEN 6-wheel flat, 6LW Gardner, double drive.

TIPPERS.

1955 COMMER TS3 long-wheelbase tipper, steel body, fitted with twin-ram tipping gear, £375.
1954 BEDFORD 7-ton long-wheelbase twin-ram tipper R6, in fair condition, £200.
1955 BEDFORD 7-ton short-wheelbase, new shaped body, petrol engine, £375.
C.W.D. AUSTIN 3-ton long-wheelbase petrol tipper, £180.

VANS.

1958 MORRIS 30-cwt. diesel van, in immaculate condition throughout, £425.
1958 BEDFORD 10-12-cwt. van, very clean, colour grey, £265.
1959 November, BEDFORD 15-cwt. short-wheelbase, Kene brake standard, colour, beech brown, fitted heater, immaculate condition throughout, £525.
1959 BEDFORD, Kene brake standard, colour red and cream, one owner, £450.
1960 March, BEDFORD CAS Dormobile 4-berth caravan, colour red and white, 10,000 miles.
1958 July, BEDFORD Kene brake special, colour ivory and green, one owner from new, £375.
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THE BEDFORD PEOPLE.

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"BEST IN THE WEST."

GOOD USED COMMERCIALS.

THAMES 5-cwt., November, 1959, ambassador blue, £380.
THAMES 7-cwt., November, 1959, ambassador blue, £415.
THAMES 7-ton Edbro tractor, 9.00 x 20 12-ply tyre, 3-piece wheels.
1958 AUSTIN A35 van, in grey, £275.

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AND SPECIALISTS IN REFRIGERATION
BODYWORK.

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Used Goods Vehicles (contd.)

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NEW ATKINSON L1760 (A.L.C. 9.6-litre) 17-ton 8-wheel double-drive medium and long-wheelbase chassis-cab (or available as tippers), reasonable delivery.
NEW ATKINSON L1166X (Gardner 6LX 150 h.p.) 6-wheel double-drive tractor unit, power steering (or suitable for concrete mixer).
NEW ATKINSON L1760X (Gardner 6LX 150 h.p.) 8-wheel double-drive tractor unit, power steering (or suitable for concrete mixer).
NEW ATKINSON T746X (Gardner 6LX 150 h.p.) 4-wheel tractor, fifth-wheel coupler.
NEW MERCEDES-BENZ LP 127-44R (5.1-litre) 8.9-ton 4-wheeler, 20-ft. body, 9.00 x 20.
NEW MORRIS (B.M.C. 5.1-litre) 7-ton 120-in.-150-in., 160-in. wheelbase chassis-cab and platform.
NEW MORRIS (B.M.C. 5.1-litre) 120-in.-150-in. wheelbase 7-ton 4-wheel Milshaw tippers, twin-ram, timber or alloy bodywork from stock.
NEW MORRIS (B.M.C. 5.1-litre) 6-wheeler (York conversion) Spenborough twin-ram 29-ft. alloy tipper.
NEW MORRIS (B.M.C. 5.1-litre) 4-wheel tractor unit, Scammell coupling, 5.50 x 20, new-type cab.
NEW MORRIS FG model 4-ton petrol and 2-ton diesel on stock, latest cab bodywork, to specification.
1959 ATKINSON L1760X (Gardner 150 h.p. 6LX) 17-ton 8-wheel double-drive Milshaw twin-ram, 23-ft. alloy tipper, 15-cu.-yd. body, 9.00 x 20.
1959 ATKINSON M1366T (Gardner 6LW) 12-13-ton 6-wheeler Pilot twin-ram, 28-cu.-yd. alloy tipper.
1959 BEDFORD SST and J6 (Bedford diesel) 17-ton 8-wheel double-drive, 24-ft. platform, air brakes.
1959 ATKINSON L1366T (Gardner 6LW) 12-13-ton 6-wheeler, 24-ft. platform, 9.00 x 20 X.
1959 THORNYCROFT Trusty 17-ton 8-wheeler, 25-ft. alloy drop-side, air brakes, 48 x 8.
1959 BEDFORD SST and J6 (Bedford diesel) 7-ton 4-wheel short-wheelbase tippers; choice two.
1958 MORRIS (B.M.C. 5.1 diesel) 7-ton medium-wheelbase Edbro tractor, 15-6 body.
1957 ATKINSON M644LW (Gardner 4LW) 7.8-ton 4-wheel Milshaw (twin-ram 15-ft. tipper).
1956 ATKINSON S644LW (Gardner 4LW) 7.8-ton 4-wheel Pilot tipper, 12-ft. alloy body.
1956 ALBION Reiver 6-wheel double-drive 22-ft. platform twin-ram, choice two.
1956 55 LEYLAND Octopus (9.8 600 diesel) 16-17-ton 8-wheel double-drive Pilot twin-ram 14-cu.-yd. timber-metal tippers; choice seven.
1955 A.E.C. Mammoth Major 9.6-litre 15-16-ton 8-wheel single-drive 25-ft. platform, 9.00 x 20.
1952 ATKINSON L745 (Gardner 5LW) 7.8-ton 4-wheel 18-ft. platform.
NEW YORK HW2 14-ton 25-ft. single-axle and DW2 12-ton 25-ft. articulated semi-trailer from stock.
LEYLAND Octopus (9.8-litre 600 engine) chassis-cab, fire damage to first driving axle, otherwise complete, new 1956, good condition for rebuilding, £650.

COMPLETE DETAILED LIST AVAILABLE.
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BEDFORD MAIN DEALERS, SCAMMELL DISTRIBUTORS.

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Come and try them. Demonstrations arranged.
USED vehicles for immediate delivery:-

1951 BEDFORD 2-3-ton short petrol truck, very sound condition, £120.
1955 FORD Thames 419 diesel 4.5-ton drop-side truck, in excellent order, heater, £225.
1957 COMMER 25-cwt. drop-side truck with 4-cylinder Rotax diesel engine, very good tyres, first-class condition, £275.
1958 BEDFORD 5-type 7-ton long-wheelbase truck, 30-ft. Bonallack alloy platform body, 300-cu.-in. Bedford diesel engine, 2-speed axle, good tyre, heater, in excellent condition, £700.
TERMS and exchanges arranged.
PHONE, Mou 3451 for a demonstration.

889-113

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OFFER SUBJECT TO BEING UNSOLD THE
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THREE MONTHS' GENUINE WARRANTY.

1954 4-ton BEDFORD van, P6, £325.
1955 5-ton BEDFORD short-wheelbase tipper, P6 £400.
1956 5-ton BEDFORD short-wheelbase tipper, P6 U body, £425.
1957 6-ton BEDFORD short-wheelbase tipper, 300-in. reconditioned engine, £700.
1957 6-ton BEDFORD short-wheelbase tipper, 300 in. £650.
1958 E.R.F. twin steer, rebuilt, re-registered.
1958 COMMER TS3 long-wheelbase tipper.
1949 BEDFORD 5-ton large-capacity van, petrol £125.
1955 DODGE 1-ton long-wheelbase twin-ram tipper R6, £375.
1958 BEDFORD 6-ton medium-wheelbase twin-ram tipper, 300 diesel.
1956 4-ton medium-wheelbase petrol tipper.
1955 5-ton long-wheelbase petrol drop-side.
1959 3-ton short-wheelbase petrol tipper.

PHONE, CALL OR WRITE:-

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FENTON,
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Phone 48551.

889-12

Used Goods Vehicles (contd.)

COVENTRY AND JEFFES, L. TD.
USED COMMERCIAL VEHICLES.

TIPPERS. **TIPPERS.** **TIPPERS.**
1958 DODGE standard 6-tonner, Perkins P6 engine, Eaton axle, 9.00 x 20 tyres, one owner from new, £725.
1958 DODGE 6-cu.-yd. body Perkins P6 engine, Eaton axle, owner-driven from new, clean, well-tyred truck, £725.
1956 DODGE standard 103 AP6 tipper, clean, well-tyred truck, £625.
1955 DODGE, owner-driven from new, Perkins engine, Eaton axle, well-tyred and clean truck, £475.
1955 DODGE 103 AP6 standard tipper, Perkins P6 engine, Eaton axle, one owner, driven from new, a very clean truck, £475.
1957 ALBION Clydesdale, all-metal body, 13 ft. 6 in. well tyred, a clean truck, owner-driven from new, £695.

FLATS. DROP-SIDE TRUCKS.

1958 FORD Thames Trader standard 7-ton drop-side truck, Eaton axle, well tyred, one owner from new, £695.
1957 DODGE standard drop-side truck, Perkins P6 engine, 3-speed gearbox, well tyred on 8.25 x 20; these vehicles are in first-class condition and one owner from new, choice of three, £475 each.
1956 SEDDON flat platform, Perkins P6 engine, well tyred all round, £425.
1955 Standard drop-side truck, one owner, Perkins engine, 3-speed gearbox, 8.25 x 20 tyres, clean, ready for the road, £400.

OUR LISTS CHANGE DAILY.

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BRISTOL, 3.

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CAR MART, L. TD.

SIX MONTHS' GUARANTEE
WHERE STATED.

1958 FORD Escort estate car, guaranteed, £395.
1958 LAND ROVER truck and tilt, 88-in. wheelbase, guaranteed, £315.
1959 FORD Thames 15-cwt. van, 16,000 miles, guaranteed, £375.
1957 BEDFORD 25-cwt. diesel Spurling van, guaranteed, £475.
1957 BEDFORD 10-12-cwt. van, guaranteed, £245.
1955 FORDSON 3-ton 419 diesel long-wheelbase drop-side truck, £325.
1955 AUSTIN 5-ton B.M.C. diesel forward-control long-wheelbase drop-side truck, £395.

THE CAR MART, L. TD.

WELSH HARP,

EDGEWARE ROAD, N.W.9.

Hendon 6500.

889-115

1955 E.R.F. 5.4 (G), flat platform, one owner, good condition, choice of two.
1957 E.R.F. 4.4 (G), drop-side, 20 ft., Eaton 2-speed axle, one owner, choice of three.
1955 BEDFORD P6 5-ton drop-side.
1956 DODGE P6 long-wheelbase tipper.
1955 BEDFORD R6 long-wheelbase tipper, one owner.
1957 BEDFORD R6 7-ton flat.

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ABBEY LANE,
LEICESTER.

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889-71

WHITEHOUSE MOTORS, L. TD.

£475. 1957 AUSTIN 7-ton medium-wheelbase steel body twin-ram tipper, B.M.C. diesel engine, 2-speed axle, all good tyres.
£175. 1953 KARRIER Bantam 3- to 4-ton drop-side tipper, choice of three, good condition.
£375. 1951 SEDDON double-drop-side truck, alloy body, P6 engine, all good tyres, with attached 2-wheel low-loading trailer, very good condition throughout, will separate.
£245. 1954 BEDFORD A-type long-wheelbase drop-side single-ram tipper, front end fitted with stabilizer, P6 engine just fitted new rings, shells and valves, repainted.
£395. 1955 COMMER TS3 short-wheelbase steel body tipper, good condition.
£335. 1955 B.M.C. short-wheelbase 6-cu.-yd. tipper, diesel.
PLENTY of vans, trucks and tippers.

TERMS, PART-EXCHANGES AND
DEMONSTRATIONS WITH PLEASURE.

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WALSALL WOOD.

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889-87

A41

Used Goods Vehicles (contd.)

RICHARDSON'S.

NEW VEHICLES.

NEW A.E.C. 8-wheel Mammoth Major chassis-cab.
NEW GUY Invincible 8-wheel chassis-cab, double drive
NEW GUY Invincible chassis-cab, single drive.
NEW GUY light 8-wheeler chassis-cab.
NEW GUY light 6-wheeler chassis-cab.
NEW GUY light 6-wheeler tipper.
NEW GUY Warrior 4-wheel chassis-cab.
NEW and unused B.T.C. 25-ft. 15-ton semi-trailers.
NEW SCAMMELL 12-on 25-ft. semi-trailers.
NEW 12-ft. 6-in. and 14-ft. 6-in. all-steel, double-
drop-side tipper bodies in stock for immediate
delivery, suitable for 7-ton Trader, 138-in. and 160-in.
chassis gears; supplied and fitted two days from receipt
of chassis, trade supplied.
SINGLE- and twin-ram gears for Ford Trader chassis
supplied and/or fitted.
DELIVERY from stock on all the above.

USED VEHICLES.

FORD 4D diesel 1955 long-wheelbase tipper.
1960 FORD Trader diesel 7-ton long-wheelbase
tipper, steel body.
1960 FORD Trader diesel 7-ton long-wheelbase
tipper, wood body.
1958 October, Dodge rigid 6-wheeler, Leyland
engine, air brakes, York conversion, 9.00 x 20
tyres all round, 25-ft. drop-side body.
1956 B.M.C. long-wheelbase tipper.
1956 ALBION Chieftain diesel long-wheelbase drop-
side truck, alloy body.
1960 B.M.C. diesel tractor unit with Scammell
coupling and 25-ft. trailer, choice of six.
1959 FORD Trader 6-wheel flat-platform truck.
1950 ALBION Chieftain diesel long-wheelbase tipper.
1953 ATKINSON 8-wheel, Gardner 6LW, double
drive, 40 x 8 tyres, 24-ft. platform.

T. J. RICHARDSON AND SONS, L.T.D.,

100 DUDLEY ROAD EAST, OLDBURY,
BIRMINGHAM
Broadwell 1840 and 2800. 889-330

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1949 ALBION Chieftain FT37L, fitted Albion EN286
oil engine, Duramin tub and alloy drop-side
body, very clean machine.
1948 E.R.F. C14 platform truck, 4LW Gardner, fitted
new conversion cab, sound machine.
1955 Thames 4D platform lorry, sound and ready
for work.
1955 SENTINEL DV66M 6-wheeler, fitted Sentinel
6-cylinder D1 engine, air brakes and 23-ft. 6-in.
alloy platform body, sound machine, one owner.
NEW B.T.C. Model W1107 12-ton 4-in-line semi-trailer,
25-ft. platform, fitted twin line air brakes, also single
line vacuum, available ex stock.
1954 7-ton BEDFORD, fitted service exchange
Perkins Mk 2 engine, approximately 20,000
miles, sound tyres, clean machine for age.
MAY 1959, FORD Trader 6D tractor unit, fitted
M.B.T.C. S.A.E. twin wheel, 25-ft. Dragon flat platform
trailer with high headboard, painted Ford works red and
unlettered, clean machine, as new, one owner-driver.
889-81

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THE BUTTS,
WORCESTER.
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1955 B.M.C. 7-ton flat-platform truck, Eaton 2-speed
axle and power steering, £375.
1955 AUSTIN 3-ton petrol flat-platform truck, £225.
1955 AUSTIN 1-ton petrol van, £215.
1956 FORD 5-ton P6 diesel drop-side truck, £285.
1958 BEDFORD 15-cwt. Workabus, £325.
COMPLETE range of new AUSTIN vehicles for delivery
ex-stock.

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A.E.C. Monarch, 1955, good order throughout,
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KARRIER 2-ton pantechon, alloy pannelled, petrol
engine, 1950, all good tyres, £100.
AUSTIN 1955 3-ton drop-sider, B.M.C. diesel, good
A mechanical order, new batteries, £350.
FORD Trader, 1957, 6D diesel, 2-speed axle, new
gearbox, drop-sider, £300.
FORD 4D 1954 diesel tipper, Telehoist, wooden body,
£300.
BEDFORD-BOYS 6-wheeler, drop-side body, Comet
diesel engine, £900 o.n.o.
AUSTIN AS10 10-cwt. van, 1957, new tyres, sound
throughout, £300.
889-289

Used Goods Vehicles (contd.)

NEW vehicles available for immediate delivery.

DODGE Model 3207 BSZ chassis-cabs.
DODGE Model 3165 AZ 6-wheel chassis-cabs.
GUY Warrior light 6-wheeler tippers complete.
ONE new ALBION Reiver double-drive 6-wheeler,
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1959 LEYLAND Comet tipper, fitted with drop-side
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1 ft. 6 in. height body.
JUNE 1960, DODGE 7-ton normal-control coal tipper,
fitted Leyland engine, 2-speed.
1959 FORD Trader 6D engine tipper with steel body
and wood coal extension boards.
1958 COMMER TS3 7-ton platform lorry.
1958 FORD Trader 6D engine platform lorry.
1958 FORD 5-cwt. Thames van.
1957, December, DODGE 5-ton petrol tipper.

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COLESHILL HOUSE,
ATHERSTONE.

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NEW BEDFORD TK 7-ton, 151-in. wheelbase, 2-speed
axle, diesel.
NEW BEDFORD TK 7-ton, 167-in. wheelbase, 2-speed
axle, diesel.
NEW BEDFORD TK 10-ton tractor, unit, diesel, 2-speed
axle.
1957 GUY Warrior 8-tonner, Meadows diesel engine,
5-speed overdrive gearbox, 2-speed axle, tyres
10.00 x 20, £850.
1954 DODGE 5-ton diesel flat platform, Eaton
2-speed, £275.
1951 BEDFORD 5-tonner, P6 diesel engine, in good
condition throughout, £225.
1951 BEDFORD 5-tonner, petrol, good condition
throughout, £160.

ORMSKIRK MOTORS, L.T.D.,

MAIN VAUXHALL-BEDFORD DEALERS,

COUNTY ROAD, ORMSKIRK.

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STOKE GARAGE.

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DEALERS.

ALBION Reiver 1955 6-wheeler, fitted Albion diesel
engine, 22-ft. 6-in. body.
THORNYCROFT Trusty 1958 8-wheeler, air brakes,
power steering, 24-ft. drop-side body.
COMMER TS3 7-tonner, 1956, end twin-ram tipping
body.
FORD Thames Trader, 1960, 7-ton short-wheelbase
tipper, 9.00 x 20 tyres all round.
FORD Thames Trader 7-tonner, 1959, 138-in.-wheelbase,
twin-ram tipper.

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1958 BEDFORD (petrol) 5-ton forward-control plat-
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BEDFORD 6-ton forward-control, diesel, £595.

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SELECTION OF USED VEHICLES TO SUIT ALL

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1960 E.R.F. artic. and York trailer, 6LW engine,
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1957 Rebuilt 6-wheel FODEN double-drive. 889-16

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1956 COMMER TS3 11-ft. 6-in.-wheelbase plat-
form truck.
1956 AUSTIN 5-ton forward-control petrol
wheelbase truck, £625.
1956 AUSTIN 3-ton SC long-wheelbase truck.
1954 BEDFORD 5-ton diesel long-wheelbase
tipper.
1954 BEDFORD 5-ton diesel long-wheelbase
tipper.
1955 AUSTIN 5-ton petrol long-wheelbase tipper.
1952 BEDFORD 3-ton long-wheelbase tipper.
1959 MORRIS Minor 1000 5-cwt. van.
1959 STANDARD 6-cwt. pick-up truck.
1958 MORRIS Minor 1000 pick-up truck.

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1955 ALBION Chieftain long-wheelbase 18-ft. al-
loy wood flat platform body, £625.
1955 ALBION Chieftain long-wheelbase 18-ft. al-
loy flat platform body, £675.
1954 ALBION Chieftain long-wheelbase 16-ft. al-
loy flat body, £450.
1956 LEYLAND Comet complete with 1960 drop-
side body, good tyres, £975.
1959 May LEYLAND Comet chassis and cab, to
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1956 March, FORD Thames 4D, 12-ft. long, al-
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choice of two from £495.

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price.

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(Late) Thames 10-12-cwt. van, with head-
light, excellent order, £295.

1957 COMMER 7-ton diesel tipper, 7-cwt. body,
unwritten, £775.

1956 57 Thames 4D 5-ton diesel tippers, 5-cwt.
steel body, choice of two, from £360.

1956 DODGE 6-ton short-wheelbase diesel tipper,
6-cwt. body, £600.

1956 MORRIS 15-cwt. J2 van, sliding doors, £295.

1953 DODGE 103 P6 tipper, 6-yd. metal body, £1,100.

1953 AUSTIN A40 van, black, rear roller door, £1,100.

1952 Thames 5-ton tipper (diesel), £190.

MAYDAY RD., Thornton Heath, Croydon, Surrey.

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1960 BEDFORD Workabus.

1959 BEDFORD Workabus.

1955 8 BEDFORD 10-cwt. vans.

1959 Atlas pick-up truck.

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1959 Thames 7-ton truck.

1956 BEDFORD 5-ton long-wheelbase tipper.

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1957 BEDFORD 10-12-cwt. van, blue, £210.
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1948 COMMER prime mover with Hands 21-ft. trailer, good tyres, sound condition throughout, £175.

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AT 120 GOLDINGTON ROAD, BEDFORD.
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- 1960 BEDFORD 25-cwt. van, 3,000 miles, as new, £725.
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Phone, Waltham Cross 22275.

- NEW LAND ROVER, 109-in. wheelbase, diesel.
NEW LAND ROVER, 88-in. wheelbase, hard top, petrol.
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1949 BEDFORD 5-ton truck.
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1958 FORD 15-cwt. van.
1958 MORRIS 5-cwt. van.
1959 AUSTIN 1-ton van.

889-157

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NEW 7-ton COMMER diesel 9-ft. 7-in. tipper.
NEW 14-ton COMMER diesel van.
NEW 7-ton COMMER TS3 drop-sider, O.S. tyres, 3-speed box.

889-129

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- 1957 DODGE diesel 6-ton truck, very good condition.
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1957 COMMER EDV, £155.
1955 COMMER TS3 artic. unit, £375.
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889-145

Used Goods Vehicles (contd.)

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NEW BEDFORD TK 6-ton diesel 16-ft. drop-side truck.
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- 1958 BEDFORD S-type 7-ton 300 diesel drop-side truck, 2-speed axle, 9.00 x 20 tyres, £695.
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AVAILABLE JANUARY 1961.

- 1959 FORD Trader 7-ton diesel, 17-ft. 6-in. drop-side, 9.00 x 20 tyres, £749.
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- 1960 2-ton van, ex-demonstration model, 9,000 miles, in excellent condition, £795.
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1953 5-ton 4-cylinder petrol Cost Cutter, long wheelbase truck, in excellent condition, £175.
1954 7-ton long-wheelbase DODGE diesel platform truck, 5-speed gearbox, engine completely overhauled, in excellent condition, £375.

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DODGE DISTRIBUTORS FOR EAST LONDON.
DODGE 3146V chassis and cab, 2-speed axle, immediate delivery.
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SINGLE DRIVE, LONG WHEELBASE. OTHER
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A.E.C. Mammoth Major Mk. V 8-wheel tipper
chassis and cab, double drive, 14-ft. 3-in.
wheelbase.
CENTRAL GARAGE (UPPINGHAM), L.T.D.
MARKET PLACE, UPPINGHAM.
Phone, Uppingham 3296-7-8. 889-325

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NEW COMMERCIAL AND PASSENGER VEHICLES.
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THAMES Trader County, 6 x 2 138-160-in. wheelbase, 9.00 x 20 12-ply tyres, chassis-cab, power steering.

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THAMES Trader 7-ton 108-in. wheelbase, Edbro drop-side tipper, 7-yd. body, with cab guard, grey cab, 9.00 x 20 12-ply tyres.

THAMES Trader 7-ton 108-in. wheelbase, 6-yd. drop-side, 9.00 x 20 tyres.
THAMES Trader 75 6D 138-in.-wheelbase chassis-cab, 2-speed axle.

THAMES Trader 75 6D 160-in. wheelbase chassis-cab, 2-speed axle.
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Uxbridge 3444. 889-207

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TRADER 7-ton 6D 108-in.-wheelbase chassis-cab.
TRADER 7-ton 6D 138-in.-wheelbase chassis-cab.
THAMES 12-seater estate car, yellow.
THAMES 7-cwt. van, Ming yellow.
THAMES 10-12-cwt. van, primer.

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1954 BEDFORD petrol 38-seater Duple, floral pattern moquette, radio, heaters, certificate of fitness 1964, painted to customer's instructions, price £1,850.

1951-52 BEDFORD petrol 33-35-seater Duple and Plaxton from £1,000.

LEYLAND Royal Tiger 41-seater, red pattern moquette, recertified before delivery, price £1,150.

WE have available a number of A.E.C.s, Leylands, Waimers and Crossleys from £175, with certificates of fitness from two to four years.

ALL VEHICLES ENTERED IN THIS ADVERTISEMENT HAVE BEEN PROTECTED WITH GENUINE VAUXHALL ANTI-FREEZE.

A KIRKBY QUALITY VEHICLE

ALWAYS REPRESENTS GOOD VALUE FOR MONEY. Phone Dinington 541 (four lines) by day.

NIGHT PHONES, MANSFIELD 5395; DININGTON 577; WORKSOP 2963. Southern Area: phone, Tavistock 2739.

A52

Used Passenger Vehicles (contd.)

E. J. BAKER AND CO. (DORKING), LTD.,

COACH SHOWROOMS AND SERVICE STATION.
FARNHAM TRADING ESTATE,
FARNHAM, SURREY.

Phone, Farnham 4626-7 and 3227 8 a.m. to 6 p.m.
After 6 p.m. Farnham 4481.

WE CAN OFFER 14 DAYS' DELIVERY OF THE FOLLOWING NEW VEHICLES PAINTED TO INSTRUCTIONS:—

1961 Models BEDFORD SBI diesel, Duple bodies, 5-speed gearboxes, list price.

1961 BEDFORD diesel Plaxton standard bodies, 5-speed gearboxes, list price.

1961 BEDFORD Plaxton C-type mounted on Bedford SBI, 5-speed gearbox, list price.

1959 BEDFORD, petrol, Duple 41 seats, glass roof quarters, heaters, red interior, maroon-ivory exterior, choice of two immaculate vehicles, £3,250.

1958 BEDFORD, petrol, Duple 41 seats, red interior, cream exterior, low mileage, as new, certificate of fitness May, 1965, £2,800.

1959 BEDFORD, petrol, Duple 41-seater, 5-speed gearbox, glass roof quarters, many other extras, autumn tint interior, pink-grey exterior, certificate of fitness July, 1966, £3,750.

1958 BEDFORD, petrol, Duple 41 seats, green interior, Formica side casing panel, Formica to roof quarters, radio and heaters, immaculate, certificate of fitness 1965, £2,450.

1956 BEDFORD, petrol, Duple 41-seater, green interior, Formica side casings, heater, radio, very clean, certificate of fitness March, 1961, £2,600.

1955 BEDFORD Yeates, 36-seater, maroon interior, cream-red exterior, certificate of fitness 1965, £1,950.

1955 BEDFORD Duple, 38 seats, red interior, cream exterior, very clean, certificate of fitness June, 1965, £2,150.

1954 BEDFORD R6 Duple, 38-seater, green interior, 7 ft. 6 in. wide, one owner, certificate of fitness 1964.

1953 BEDFORD, petrol, 35-seater Duple, fawn interior, 7 ft. 6 in. wide, one owner only, very clean, certificate of fitness 1963.

1953 BEDFORD Yeates 35-seater body, red interior, cream-red exterior, certificate of fitness July, 1963, £1,650.

1951 A.E.C. Regal Mark 4, Burlingham Seagull, 39 seats, blue interior, green-cream exterior, certificate of fitness July, 1961, £1,350.

1950 COMMER Avenger, 33-seater, Strachan body, blue interior, certificate of fitness 1962, £2,295.

1950 LEYLAND, 34 seats, blue buses, rear entrance, choice of three, £150 each.

1947 WE carry a stock of cheap vehicles suitable for shops and carrying workmen, etc.

AS Plaxton authorized repairers for the South, we offer a good repair service, also painting and trimming, crash jobs on speciality.

WE can usually arrange to hire you a coach while yours is off the road.

WANTED SEVERAL 7 ft. 6 in. BEDFORD Duple 33-seater Vegas, cash or good price allowed in part-exchange for new or good used, 1956-60 41-seater coaches. 889-275

ALF MOSELEY, LTD.,

FORD THAMES P.S.V. DEALERS.

OFFER THE FOLLOWING

"QUALITY" COACHES.

NEW 1961 model BEDFORD SBI (diesel) Duple Super Vega 41-seater, red interior, heaters, etc.; exterior cream and red, immediate delivery.

NEW 1961 model FORD Thames (diesel) Duple Yeoman 41-seater, red interior, heaters, radio, etc.; exterior cream and red, immediate delivery.

1959 BEDFORD Duple Super Vega 41-seater, red interior, heaters and radio, exterior maroon and grey, immaculate, £3,150.

1958 BEDFORD Yeates Europa 41-seater, red interior, with heaters, exterior grey and red, choice of three, very nice order, £2,750.

1956 BEDFORD Yeates Riviera 41-seater, red interior, with heaters and radio, exterior cream and green, a beautiful coach just recertified for five years, £2,585.

1956 COMMER TS3 Plaxton 41-seater, red interior, heaters and radio, exterior red and grey, smart and clean, £2,685.

1952 BEDFORD Plaxton 33-seater, red interior, with heater, exterior red, width 8 ft. (choice of two), £1,285.

1950 A.E.C. (9.6) Whitson full-front 31-seater semi-green and fawn, very large rear luggage locker, certified July, 1963, £585.

KNIGHTHORPE ROAD,

LOUGHBOROUGH.

Phone 4777 (two lines); after office hours 3339.

889-68

ERRINGTONS OF EVINGTON, LTD.

NEW BEDFORD Duple Super Vega 41-seaters, petrol and diesel, early delivery.

NEW A.E.C. Reliance Duple Britannia 41-seaters, front entrance, early delivery.

1954 BEDFORD Yeates Riviera 36-seater, quarter lights and tubular racks, radio and heaters, certificate of fitness November, 1963, £1,550.

1954 A.E.C. Reliance Burlingham Seagull 36-seater, heaters, etc., certified 1964.

1952 A.E.C. Mk. IV Plaxton 41-seater, certified 1962.

1951 LEYLAND Royal Tiger (air brakes) Burlingham Seagull, 39-seater, certified 1961, £1,500.

PART-EXCHANGE, HIRE-PURCHASE.

EVINGTON, LEICESTER.

Phone 38102-3.

889-424

Used Passenger Vehicles (contd.)

BIRMINGHAM COACH SALES LTD.,

44 INGE STREET (NEXT TO HIPPODROME),
BIRMINGHAM 5.

Phone, Midland 1355.

ORDER YOUR NEW 1961 MODELS

NOW TO AVOID ANY DISAPPOINTMENT

1960 41-seater FORD Burlingham; choice of two.

1960 BEDFORD Super Vega 41-seater, petrol and public address system, quarter lights, immaculate, approximately 12,000 miles; choice of two.

1960 BEDFORD SBI 41-seater Duple, 5-speed gearbox, choice of three.

1958 COMMER TS3 41-seater Plaxton, certificate of fitness 1965.

1958 BEDFORD Duple 41-seater, quarter lights, tubular racks, certificate of fitness to 1965.

1957 COMMER TS3 41-seater Plaxton; choice of two.

1956 COMMER TS3, fitted with 2-speed gearbox, public address system, certificate of fitness 1965.

1956 BEDFORD petrol 41-seater Duple.

1955 BEDFORD petrol 29-seater Duple with continental-type seats and armrests, quarter lights and tubular racks, heaters and public address system.

1954 BEDFORD Duple 36-seaters, 7 ft. 6 in. wide.

1954 BEDFORD petrol, Plaxton body, 38-seater.

1951 FODEN 41-seater, Bellhouse body.

1948 A.E.C. double-decker low-bridge, 53-seater Weymann body.

WE SPECIALIZE IN PART-EXCHANGE WITH THE EASIEST OF HIRE-PURCHASE TERMS.

BIRMINGHAM COACH SALES LTD.,

44 INGE STREET (NEXT TO HIPPODROME),
BIRMINGHAM 5.

Phone, Midland 1355.

AFTER HOURS, WOLVERHAMPTON 23212.

BUSINESS ON SUNDAYS BY APPOINTMENT.

CHARLES COPPOCK, LTD.,

SERVICE BUSES,

THE GARAGE,

ELM GROVE, CROSS STREET, SALE, CHESHIRE.

WE TAKE THIS OPPORTUNITY OF WISHING YOU ALL

A HAPPY NEW YEAR.

1951 LEYLAND Tiger PS1, powered 7.4-litre engine, 30-ft. long, 7-ft. 6-in. wide full-plaxton luxury coach body, 37 seats, lift-up roof rack, coachwork recently renovated and exterior repainted, very attractive vehicle offered special price, £1,200.

1946 ALBION, 6-cylinder diesel engine, rebuild, 1952, Eastern Coachworks, all-metal certificate bus-type, rear entrance, 35-seater in excellent condition, new certificate of fitness just obtained for a period of three years, price £325.

1948 LEYLAND PS1, 7.4-litre oil engine, hub 34 seats in blue moquette and leather, rear entrance, coachwork by Northern Coachbuilders, three, certificate of fitness 1964, these vehicles in exceptional clean condition, price £395 each.

1947 LEYLAND PS1, 7.4-litre oil engine, hub 34 seats in blue moquette and leather, rear entrance, coachwork by Northern Coachbuilders, three, certificate of fitness 1964, these vehicles in exceptional clean condition, price £395 each.

1951 FODEN, rear-engine 2-stroke, 30-ft. x 8-ft. coachwork by Whitson, 39 luxury seats, red colours red and cream, certificate of fitness expired 1962, £450.

1948 A.E.C. Mark III, powered 9.6-litre oil engine, 30-seater, 30-ft. x 8-ft. coachwork by Whitson, 39 luxury seats, red colours red and cream, certificate of fitness expired 1962, £450.

1943 44 GUY Arab, powered by 5LW Gardner engine, bodies by Weymann, 50 seats, certificates of fitness December, 1961 to February, 1962, of four, price £225 each.

1944 GUY Arab, 6LW Gardner oil engine, hub 34 seats by Northern Counties, 50 seats, certificates of fitness April 1963, choice of four, price £350.

1947 LEYLAND PS1, 7.4-litre oil engine, hub 34 seats, coachwork by Whitson, 39 luxury seats, red colours red and cream, certificate of fitness expired 1963, require recertifying, choice of four from £1,775 each.

PHONE, SALE 5633.

GRAMS. "BUSUNITES."

TRANSPORT (PASSENGER EQUIPMENT), LTD.,

1948 A.E.C. 35-seater service saloons, fitted diesel engines, excellent mechanical condition.

1948 DENNIS Lancel 32-34-seater service saloons, low mileage, fitted 5LW Gardner engines, class vehicles.

1949 DENNIS Lancel 32-34-seater service saloons, excellent condition, fitted 5LW Gardner engines, certificates of fitness November, 1964.

1948 LEYLAND PS1 33-34-seater service saloons, immaculate condition, certificates of fitness to 1965, price £1,700.

LEYLAND, fitted 35-seater Plaxton, 8 ft. wide, fronted luxury coach bodies, certificates of fitness to 1965.

LEYLAND and Guy double-decked buses, choice of two, certificates of fitness from 1961 to 1963, price £1,775 each.

OAK HOUSE,

BRUNSWICK STREET, MACCLESFIELD. Phone 4433.

Used Passenger Vehicles (contd.)

COACHES AND COMPONENTS, LTD.
449-475 HOLLOWAY ROAD, LONDON, N.7.
Archway 2647 (five lines).

NEW 1961 BEDFORD diesel 41-seater Super Vega, fitted with 5-speed box, red moquette, in primer condition, delivery.

1959 BEDFORD petrol 41-seater Super Vega.

1955 February, BEDFORD 38-seater, exterior cream blue, certificate of fitness October, 1964.

1954 April, BEDFORD 38-seater, exterior cream red, certificate of fitness April, 1964.

1953 July, BEDFORD 35-seater Yeates coach exterior cream-red, certificate of fitness to be issued.

1951 MAUDSLAY (A.E.C. oil engine), 33-seater Bellhouse-Hartwell body, new certificate.

1952 BEDFORD 35-seater Gurney-Nutting body, certificate of fitness 1962.

1951 DENNIS Lancel III 35-seater coach, exterior blue-cream, certificate of fitness to July, 1962.

1947 BEDFORD 35-seater Duple Super Vega, new engine and tyres.

1951 BEDFORD 33-seater Gurney-Nutting body, red moquette, exterior grey-maroon, 7 ft. 6 in. chassis of two.

1951 November, BEDFORD 36-seater Duple Super Vega, exterior black-cream, certificate of fitness October, 1964.

1951 FODEN 6LW, 37-seater Metakraft body, green moquette, exterior grey-cream, certificate of fitness February, 1961.

1951 June, FODEN rear engine 2-stroke 41-seater, Bellhouse-Hartwell coach, exterior blue-grey, chassis of fitness December 31, 1962.

EXPORT inquiries invited. 889-107

PERCY HENDY, LTD.

VINCENT'S WALK,
SOUTHAMPTON.
Phone 28331.

1955 BEDFORD Vega 38-seater, green, certificate of fitness 1962, and heater.

1950 COMMERCIAL Avenger 33-seater, grey and maroon and heater, radio, courier seat.

1951 LEYLAND Lancel III 35-seater, blue excellent vehicle.

1950 BEDFORD Burlingham 41-seater, maroon and cream, 3-speed gearbox and heater.

1960 Thames Burlingham 41-seater, red and cream and heater.

1952 A.E.C. 9.6 Burlingham 41-seater, and heater.

1950 CROSSLEY, fitted A.E.C. 7.7 Burlingham 37-seater, very clean vehicle.

1951 DENNIS Lancel 35-seater, cream and blue, certificate of fitness 1964, and radio, heater.

1950 A.E.C. 41-seater, cream and blue, certificate of fitness 1963, fitted radio and heater.

1953 COMMERCIAL Harrington, under-floor engine, 2-speed axle, certificate of fitness 1964, fitted heater.

1954 LEYLAND Tiger, air brakes, 41-seater, centre entrance, rebuilt Gurney Nutting, red and grey, air radio, heater and quarter lights. 889-156

SAVILLE MOTOR SALES, LTD.

STRAFTON ON AVON.
Phone, Stratford on Avon 4242 (15 lines).

AND ON SATURDAY AFTERNOONS. 4005.

1959 BEDFORD petrol 41-seater, Duple Super Vega, radio, heaters, bonnet cover, wheel discs, extra certificate of fitness 1966, choice of three.

1954 BEDFORD petrol, 35-seater Burlingham, certificate of fitness 1964.

1953 A.E.C. Mk. IV 39-seater Burlingham, immaculate, certificate of fitness 1963.

1951 PSI LEYLAND full-front 33-seater, recertified certificate of fitness 1966.

1950 F.L.W. full-front 33-seater, certificate of fitness 1965.

1950 FODEN T/S full-front 33-seater, new engine.

1949 A.E.C. Regal Mk. III, 33-seater, very clean, certificate of fitness 1964.

At all times taking orders for the new Scagull 1961, mounted on BEDFORD chassis. Our demonstration coach is available for your inspection.

A.E.C. Reliance chassis also available.

HIRE-PURCHASE. PART-EXCHANGE.

ALSO AT—

REDBROOKE ROAD,

MONMOUTH.

Phone, Monmouth 336. 889-78

W. HAROLD PERRY, LTD.

MAN FORD THAMES P.S.V. DEALERS.

STATION BRIDGE, WEALDSTONE, MIDDLESEX.

1955 COMMERCIAL T31 Plaxton 41-seater, certificate of fitness 1964.

1951 COMMERCIAL Avenger petrol Plaxton 33-seater, certificate of fitness 1963.

1950 DENNIS J3 rebodied 1955 Plaxton 30-seater (luxury), radio, microphones, heaters, excellent coach, certificate of fitness 1965.

1949 COMMERCIAL Avenger petrol Plaxton 33-seater, certificate of fitness 1963.

ORDERS NOW BEING TAKEN FOR

1961 THAMES.

HIRE-PURCHASE.

PHONE, HARROW 1031.

889-193

Used Passenger Vehicles (contd.)

STOCKLAND GARAGE, LTD.

MARSH HILL, ERDINGTON,
BIRMINGHAM, 23.
Phone, Erd 7239 and Erd 2488.

1953 LEYLAND Royal Tiger Burlingham 37-seater, blue and cream, red interior, certificate of fitness March, 1963.

1953 BEDFORD, Duple body, 35-seater, blue and cream interior, certificate of fitness March.

1952 LEYLAND Royal Tiger Harrington 41-seater, dorsal fin, blue, red interior, certificate of fitness April, 1962.

1951 LEYLAND Royal Tiger, Yeates body, 41-seater, blue and cream, red interior, certificate of fitness May, 1961; choice of two.

1951 LEYLAND Royal Tiger, Duple body, 41-seater, blue and cream, red interior, certificate of fitness March, 1961.

1951 LEYLAND Royal Tiger Burlingham 37-seater, blue and cream, red interior, certificate of fitness March, 1961; choice of two.

1948 MAUDSLAY, 7.7 A.E.C. engine, Duple body, 35-seater, rebodied 1954, certificate of fitness September, 1965.

ALL the above vehicles have been maintained by ourselves since new.

1948 FODEN, 6LW Gardner engine, Windover body, 33-seater, fawn interior, certificate of fitness 1963. 889-82

VINCENT GREENHOUS (WREXHAM), LTD.

TRIPLEX MOTOR WORKS, WREXHAM.
Phone 3431

1959 BEDFORD SB1 41-seater Duple Super Vega, fitted with heater, radio and glass quarters, colours blue and grey, certificate of fitness to March 19, 1966, price £1,100.

1959 (First registered 4.12.58) BEDFORD SB1 41-seater Duple Super Vega, fitted with heater and radio, colours light and dark blue, certificate of fitness to December 1965, price £3,400.

1956 BEDFORD SB1 41-seater Duple Super Vega, fitted with heater, colours maroon and cream, will be recertified before delivery, price £2,250.

1955 BEDFORD 36-seater Duple Super Vega, fitted with radio, heater and glass quarters, colours ivory and green, choice of five, certificate of fitness to 1968, prices from £1,950.

1954 BEDFORD petrol, 36-seater Duple Super Vega, fitted with heaters, colours cream and blue, certificate of fitness to 22.4.64, price £1,750.

1952 BEDFORD petrol 36-seater Duple Vega, colours red and green, certificate of fitness to 30.4.62, price £1,150.

1957 COMMERCIAL T31 41-seater Duple, fitted with radio, heater and glass quarters, colours ivory and green, certificate of fitness to 11.4.64, price £2,500.

DEMONSTRATIONS at your home without obligation. 889-21

TAYLORS (P.S.V.), LTD.

WORCESTER STREET,
GLOUCESTER.
Phone, Gloucester 22228.

FOR IMMEDIATE DELIVERY.

1961 Plaxton Embassy, finished cream and red

1961 Duple Yeoman, in primer.

1961 Burlingham Scagull.

WE STILL HAVE A FEW BODIES AVAILABLE FOR MARCH AND MAY DELIVERY, ORDER NOW AND AVOID DISAPPOINTMENT.

1960 Thames Plaxton, black-cream, all hide upholstery, small mileage.

1960 Thames Burlingham Scagull, radio, heater, discs, all cream exterior with red upholstery.

1959 Thames Burlingham, maroon-red, radio, heater, small mileage.

1958 BEDFORD Duple 41-seater, radio, heater.

1957 BEDFORD Duple 41-seater, very clean, radio, heater.

1960 BEDFORD Super Vega 41-seater, only done 7,600 miles, radio, speech amplification, heater.

1955 BEDFORD Duple, radio, heater, very clean, certificate of fitness 1965. 889-35

BIRD'S COMMERCIAL MOTORS, LTD.

BIRMINGHAM ROAD,
STRAFTON-ON-AVON.
Phone 3222-3/4 and 2136.
Grams, "Quicksale."

A.E.C., Leyland, Daimler double-deckers, always large selection in stock.

FURTHER particulars and prices on application. 889-46

STANLEY HUGHES AND CO., LTD.

LODGE GARAGE, WHITEHALL ROAD,
GOMERSAL, NR. LEEDS.
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OVER 100 NEW AND SECOND-HAND LUXURY COACHES AT GREATLY REDUCED PRICES

LARGEST STOCKS IN THE NORTH.

NIGHT PHONE: CLICKHEATON 2461-2.

MIRFIELD 2370.

WALES: R. COWDELL, NEWPORT 50866. 889-21

Used Passenger Vehicles (contd.)

SOUTHERN LIGHT COACH CENTRE

JOHNS CROSS GARAGE, LTD.,
ROBERTSBRIDGE 222-223, SUSSEX.

NEW VEHICLES.

1961 Thames Burlingham Scagull 61, 41-seater super luxury coach, available for demonstration anywhere, any time.

NEW TROJAN 13-seater luxury coaches, delivery ex stock.

1960 AUSTIN 12-seater Omnicoach, low mileage perfect order, £510.

1960 MORRIS Kenex Omnibus, top order throughout, £550.

1959 BEDFORD long-wheelbase 12-seater P.S.V. model, immaculate, £650.

1958 Thames 12-seater, low mileage, £450.

1957 AUSTIN Omnicoach, P.S.V. model, £475.

1959 BEDFORD Duple 41-seater, 35,000 m.les, certificate of fitness to 1965, in immaculate condition, fitted radio and public address system, £1,250.

1953 AUSTIN 32-seater Plaxton, special 8-ft. body, heater, certificate of fitness to 1963, £885.

1948 BEDFORD Duple 29-seater, certificate of fitness to November, 1962, heater, top order, 889-174

PERCY D. SLEEMAN, LTD.

LONDON COMMERCIAL DEALERS.

COMMERCIAL T31 41-seater Duple, finished to instructions, early delivery.

A.E.C. Reliant 41-seater Duple, finished to instructions.

1960 FORD Thames Burlingham 41-seater, red interior, painted blue and cream, small mileage.

1956 COMMERCIAL Beadle 41-seater, red upholstery, central entrance, good tyres, very clean, certificate of fitness 1961.

1951 A.E.C. Mk. IV 41-seater Burlingham Scagull body, heaters, red interior, also 39-seaters, blue interior, certificate of fitness 1961.

1948 LEYLAND PSI 33-seater coach bodies, two heaters, certificate of fitness 1963, choice of several.

ALSO a number of BEDFORD Vistas suitable for travelling shops.

38 UNBRIDGE ROAD,

EALING, W.S.

PHONE, EALING 7987.

After hours, Iver 561 or Beaconsfield 1081.

889-218

LAMBERTS OF KINGSTON, LTD.

1960 BEDFORD Burlingham, 300-in. diesel, 41-seater luxury coach, red interior, red-cream exterior, heaters, etc., mileage approximately 20,000, excellent condition throughout, certificate of fitness December, 1966. Available now.

1960 BEDFORD Plaxton 41-seater luxury coach, quarter roof lights, heaters, red-ivory exterior, certificate of fitness December 1966. Available shortly.

1960 Thames Burlingham 41-seater luxury coach, heaters, etc., red-ivory exterior, attractive mileage; choice of two in immaculate condition. Available shortly.

1961 Thames Duples, single- or 2-speed axles, now awaiting your finishing instructions. Our demonstration coach is fitted with Hydrovac assistance and is available at any time and anywhere. Part-exchanges, H.P. terms available.

140 LONDON ROAD,

KINGSTON-UPON-THAMES,

SURREY.

Phone, Kingston 7700 (20 lines) or

MOLESEY 6949 AFTER 7 P.M. 889-362

W. S. YEATES, LTD.

DERBY ROAD, LOUGHBOROUGH.

Phone 4321.

FOR your new Yeates "Fiesta," Duple, Plaxton or Burlingham coach, for the best value in quality and works tested second-hand coaches, for craftsmen repairs to damaged coachwork, for skilled servicing to weary chassis—in fact, for anything to do with coaches (and only coaches) see Yeates of Loughborough, Britain's largest supplier of new and second-hand quality and works-tested coaches and the only complete service to coach operators in this country. Only by specializing in coaches can Yeates offer such a service and only by satisfying so many customers for so many years can we afford to specialize.

NEW Year's Resolution—to do what many successful coach operators have done for upwards of 31 years—set personal friendly attention and service from.

W. S. YEATES, LTD.

DERBY ROAD, LOUGHBOROUGH

Phone, Loughborough 4321.

889-107

ARLINGTON MOTOR CO., LTD.

NEWPORT ROAD,

CARDIFF.

Phone, Cardiff 28734.

A Number of 35-seater LEYLAND PSI buses with rear entrances, a number with current certificate of fitness to 1962.

SEVERAL 1949 A.E.C. Willowbrook 35-seater service buses, certificate of fitness to 1962. 889-92

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Miscellaneous Vehicles (contd.)

DENNIS 7-ton tipper, diesel Max O-type (1944 model) engine, registered 1959, 5-speed gearbox, 14-ft. 6-in. chassis, brand new cab, wrap round vision, 6-ft. 6-in. wheelbase, 14ft. by 3ft. 6-in. (internal) body with 4-ft. 6-in. sideboard, 20 tyres, twin rear, side flashers, newly painted and ready for road, £K75.
LEYLAND Hino MK. II chassis-cab, 5-speed gearbox, 1,700-cu.-in. engine, 14ft. by 3ft. 6-in. (internal) body with 4-ft. 6-in. sideboard, 20 tyres, twin rear, side flashers, newly painted and ready for road, £K75.
FORD 2.3-ton flat truck, V8 petrol engine, 14ft. 6-in. body in excellent condition, 7,000 x 20 tyres, twin rear, £150 to clear.
FORD 5-ton fixed metal sided single ram long wheelbase tipper, twin rear, 7.50 x 16 tyres, twin lights, mirrors and reflectors, stop lights, single passenger seat, £195.
DEFORD 3-ton general service fixed metal side truck, 8 single rear, 10.50 x 16 tyres, twin lights, mirrors and reflectors, stop light, passenger seat, £150.
FISHERWOOD GARAGES, LTD., Monton, Lancs. Phone, Eccles 1883.

A.E.C. 6-wheel refuellers and tankers. **Bridge Motors (Commercial), Ltd.**, Station Garage, Bury, Southhampton, Phone, Botley 2343.
A.E.C. 6 x 6 diesel-engine tankers with 4-in. chassis used since reconditioned by M.O.S.; three 4 x 4 tankers with winch. **H.B.H. Motors, Ltd.**, Colnbrook, Bucks 2741.

For all your spares, ex-W.D. and civilian. **Mains Motors, Ltd.**, Woodside, Old Henley Rd., Ewelme, Oxon. Phone 62.

INSULATED VANS

TWO 1956 7-ton BEDFORD, complete with insulated container.
1956 ALBION 10-ton tractor, with 23-ft. insulated container.
DURSO GARAGE, Liverpool Rd., Cross Heath, Newcastle, Staffs. Newcastle 52251.

JEEP

M38. Late type, hard and soft tops, low mileage, 1954 or US. For sale, from £150. **Oxford Motor Co.**, 24 Cowley Rd., Oxford. Phone 78361 and 78166.

LUTON VANS AND PANTECHNICS

Let us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft., prices from £295. 1-year guarantee.
FEIGHT ENGINEERING CO., Cray Rd., Sidcup, Kent. Phone, Footscray 6851.
1958 Bedford 5 L.C.I. 5-ton 300 diesel, alloy Luton van, 1,200 cu. ft., one owner, £800, choice of two Coppermill 2446.

H. A. SAUNDERS, LTD.

AUSTIN DISTRIBUTORS.

AUSTIN 152 chassis fitted with boxvan body, primer.
AUSTIN 152 chassis fitted with large-capacity Luton body, primer.
AUSTIN 3-ton forward-control petrol chassis-cab fitted with 1075 c.c. Luton body.
AUSTIN 5200 30-cwt. chassis-cab fitted with 625 c.c. Luton body, ready for painting.
AUSTIN 5-ton forward-control diesel chassis-cab fitted with 1250 c.c. Luton body, ready for painting.
ALWAYS a large selection of Austin trucks and vans from 5 cwt. to 5 tons.

H. A. SAUNDERS, LTD.

836 HIGH ROAD, FINCHLEY, N.12.
Hillside 5272, ext. 22.

1953 BEDFORD 1,400-cu.-ft. Luton, P6 engine, £300.
MCKIRBY AND CO., Maybells Farm, Ripple Rd., Barking, Essex. Dominion 5583.

CHANDLERS MOTORS, LTD.

1955 FORD 4D pantechnicon, 1,300 cu. ft., in excellent condition, £475.
1955 FORD 4D pantechnicon, 1,300 cu. ft., in excellent condition, £475.

1954 September, AUSTIN 1,100-cu.-ft. pantechnicon, low loading, £325.
1950 SEDDON P6 diesel 1,200-cu.-ft. pantechnicon, in really first-class order, C-licence operator.

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10. Phone, Greenwich 2035-4.

MARSTON MOTOR CO., LTD.

OFFER FROM STOCK

NEW LUTON VANS

FOR

IMMEDIATE DELIVERY.

OUR ADVERTISEMENT UNDER USED GOODS VEHICLES-AUSTIN AND USED GOODS VEHICLES UNCLASSIFIED.

SEVEN SISTERS ROAD,

TOTTENHAM, LONDON, N.15.

Phone, Stamford Hill 8000.

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UP to £6 each offered for unlimited quantity of sound 9.00 x 20 tyres, also tubes and three-piece rims required. Immediate payment arranged on collection by us. Please forward details and arrangements will be made for our representative to call immediately. Write, phone or call. J. Taylor (Blackpool), Ltd., 26-28 Bond St., Blackpool. Phone 42382. 889-420

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WANTED, tyres of all types and sizes, spot cash. H. Matthews, Ltd., 97 Stockwell Rd., London, S.W.9. Brixton 2026. 222-936

LORRY tyres, all sizes, casings, runners, etc., spot cash. Cyril Fogelman, Ltd., 232 Commercial Rd., E.1. Ste 1505. 222-662

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BARIMAR for scientific welding repairs under Barimar money-back guarantee. Cracked and broken cylinder blocks and heads, cracked and worn valve seats, smashed crankshafts, broken crankshafts and all other motor and diesel parts perfectly repaired by Barimar. Speedy delivery and low costs. Barimar House, 22-24 Peterborough Rd., Fulham, London, S.W.6. Renewal 2147-8. Night calls. Renown 2148. Grams, Bariquamar, Walsgrave, London. Branches at Birmingham, Newcastle-on-Tyne and Glasgow also operating at full blast. 222-750

ANGELL AND WILLIAMS (PECKHAM), LTD., the specialists in welding, repairs to defective crankcase blocks, heads, gearboxes, etc.

TRAFALGAR BRIDGE WORKS, Sumner Rd., London, S.E.15. Rodney 3559. 222-602

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LORDS FORGE, LTD., Spring Works, Springfield Rd., Chesham, Bucks. Phone, Chesham 8967 (three lines). 8902 (two lines), undertake to repair, rebuild or convert to specific requirements wheels of all types with shot-blasted and colour finish. 889-8806

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TURNER AND KNIGHT, Southfield Paddock, Pope's Lane, Ealing, W.5. Ealing 4298. 222-728

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

2,000 wheels in stock of all types and sizes. English and American. 222-935

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CHASSIS DEVELOPMENTS, LTD., Skimpot Industrial Estate, Luton 5271, for Bedford wheelbase extensions and York third axle conversions. 802-9221

BACO wheelbase extensions to all popular makes of commercial vehicles including Austin, Bedford, Commer, Dodge, Ford, Guy, Morris, etc. Baco Patents, Ltd., 327-9 High Rd., Chesham, London, W.4. Chesham 2286-7. 222-930

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WINDSCREEN assemblies, half-drops, sliding windows, manufactured alloy brass-steel. Quick frame repair and reglazing service. British Steel Frame Co., Ltd., 205 Cambridge Heath Rd., London, E.2. Shoreditch 3275-6. 222-603

PERSPEX cut to size and pattern. Denny, Ltd. 11 Netherwood Rd., W.14. She 5152, 1426. 222-611

MISCELLANEOUS ADVERTISEMENTS

AUCTIONS

AT MILLBURN GARAGE,
WALMER BRIDGE,
LONDON.
PRESTON.
THURSDAY, JANUARY 5, 1961.
AT 2 P.M.
SALE BY AUCTION OF
**LUXURY COACHES, PASSENGER AND
COMMERCIAL VEHICLES.**
ENTRIES ACCEPTED UNTIL TIME OF SALE.
ENTRY FORMS ON APPLICATION.
JOHN WATSON AND SON,
MOTOR AUCTIONEERS AND VALUATORS,
BANK BUILDINGS,
GRAHAM SQUARE,
GLASGOW, C.I.
Phone, Bridgeton 6771-2-3. 889-295

BUSINESSES, PREMISES, OFFICES, ETC.

COACH business, London service, excursion and tours
licences, good private hire connection, all modern
stock, with or without management, S.E. Essex. Box
CM866, care of "The Commercial Motor." 889-9373

FOR sale, half shares in motor transport business,
managing director retiring, motor 8-wheelers, about 70
tons A licences, new garages and offices, all in good
condition and in full work Manchester district, Box CM8721,
care of "The Commercial Motor." 889-9419

WEST MIDLANDS transport businesses for sale:—

- LOT 1:** Two modern vehicles, total unladen weight
8 tons, public A.
- LOT 2:** One modern vehicle, unladen weight 4½ tons,
public A.
- LOT 3:** One 8-wheeler, unladen weight 8 tons, A.
- LOT 4:** Two vehicles, total unladen weight 11½ tons,
A and two vehicles, 12½ tons B.

**BIRMINGHAM COMMERCIAL MOTORS AND
BODYWORKS, LTD.,**
560 COVENTRY ROAD,
BIRMINGHAM, 10.
Phone, Victoria 0437. 889-246

MOTOR accessories shop in main south east road,
large stock, nine years lease, also 10 vacant rooms,
eight furnished, low rent, a very good business. Box
CM895, care of "The Commercial Motor." 889-418

TWO 8-10-ton long-wheelbase diesel lorries with A
licences approximately 9 tons unladen weight with
very good normal user conditions, Manchester area, limited
company, reasonable price.

NEW B.M.C. 7-ton long-wheelbase lorry with A licence,
North-West Area.

1958 BEDFORD diesel 7-ton long-wheelbase lorry
with A licence, based Manchester area.

1955 BEDFORD diesel 5-6-ton long-wheelbase lorry
with A licence, North-West Area.

HAULAGE business, north-west, 27 tons A licence,
7 tons B licences and two contract licences, modern
4-8-wheel diesel lorries, premises if required, only £12,500.

ALBION KL127, fitted insulated meat-container body
with B licence for livestock and meat anywhere Great
Britain, based north-west, only £1,000.

FULLER particulars of these businesses can be supplied
on request and some hire-purchase available.

WILDE AND BENNETT, LTD.,
HADFIELD, MANCHESTER.
Phone Glossop 2902-3.
AFTER HOURS 2356. 889-443

11 3/4-TON A, 3-ton B licences, wide normal user,
valuable goodwill, four vehicles, Birmingham.
Box CM8815, care of "The Commercial Motor." 889-x887

Businesses, Premises, Offices, etc., Wanted

TRANSPORT business with A or special A licences
required by transport company operating nationally.
Existing management could probably remain if desired.
Wanted for own use and not for resale. Box CM774,
care of "The Commercial Motor." 889-909

WANTED, haulage businesses with special A licences,
ordinary A licences and B licences, in any part of
the country, or alternatively we are prepared to sell your
business for a commission as we have numerous clients
on our books.

WILDE AND BENNETT, LTD.,
HADFIELD, MANCHESTER.
Phone, Glossop 2902-3.
AFTER HOURS 2356. 889-442

Miscellaneous Advertisements (contd.)

WANTED A and B licensed vehicles for own use,
West Midland area. Box CM8714, care of "The
Commercial Motor." 890-9416

TRANSPORT company wanted, Metropolitan Area,
general goods, up to eight vehicles, A or wide B
licences, required for own use, not for resale. Box
CM874, care of "The Commercial Motor." 889-454

CONTRACTS FOR HIRE AND WANTED

A-Contracts available, 10- and 20-ton carrying capacity
vehicles, also large tipping vehicles, for steel and
scrap deliveries, monthly settlements. Box CM881, care of
"The Commercial Motor." 891-9442

MAXIMUM capacity carrying tankers. All types
available, Hatter Bros., Grays, Essex. 226-665

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REPLIES are forwarded immediately
upon receipt and all received up to
5 p.m. dispatched the same day.

URGENT REPLIES may be sent by
telephone or telegram and readers
should telephone Terminus 3636
for this service.

BOX NUMBERS should be copied
accurately, printed clearly and en-
velopes addressed correctly to "The
Commercial Motor," Bowling Green
Lane, London, EC.1.

**MONEY SHOULD NEVER BE
ENCLOSED WITH REPLIES TO
BOX NUMBER ADVERTISE-
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HENDYS FOR FORD.

BRITAIN'S FIRST FORD DEALER.

DIESEL 4D AND 6D ENGINES WITH REAR-END

CONVERSIONS AT LOW COST.

LET US QUOTE YOU.

PERCY HENDY, LTD.,

SOUTHAMPTON 28331 (EIGHT LINES). 222-955

CONVERT YOUR VEHICLES

**TO
FORD 4D AND 6D POWER.**

**ALL MAKES OF VEHICLES UP TO 7 TONS CAN
NOW BE FITTED WITH THE COST-CUTTING FORD
4D AND 6D ENGINES. MEANING:—**

LOWER INITIAL COST.

MORE M.P.G.

CHEAPER MAINTENANCE.

And the cost of conversion is very reasonable.

Let us quote you for your vehicles.

QUICKS FOR FORDS.

INDUSTRIAL UNIT SALES DEPT.,

WILMSLOW ROAD, CHADLEIGH, CHESHIRE.

Phone, Mercury 2345-6. 222-929

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FORK lift pallets, all steel, 2-ton, 2-way, selection of
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OPERATOR established over 40 years would like to
hear of regular bulk traffic such as steel, coal,
to or from Swansea-Birmingham area for six- and
wheel vehicles operator very favourably placed for
rates for something that could be run to schedule
over the 24 hours. Box CM8719, care of "The
Commercial Motor."

INSURANCE

PAUL CHILDS, LTD. Insurance Specialists. See
displayed advertisement on page 16.

SITUATIONS VACANT

A. M.I.M.I., City and Guilds, A.M.I.Mech.E., etc.
"No pass, no fee" terms. Over 90% success
details of exams, and courses in all branches of
diesel, auto-mechanical engineering, etc., write for
page handbook, free. B.I.E.T. (Dept. 725), 29
Lane, London, W.B.

MANAGER required for small transport and
office, Midlands. Good salary and pension
man of initiative and integrity. Write, giving full
details of experience, age and qualifications to Box CM8716,
care of "The Commercial Motor."

COUNTY BOROUGH OF CROYDON

ASSISTANT MECHANICAL SUPERINTENDENT.

**APPLICATIONS FROM MEN WITH
SOUND TRAINING IN MOTOR AND
MECHANICAL ENGINEERING ARE INVITED
FOR THIS PENSIONABLE APPOINTMENT
IN THE MOTOR AND PLANT MAINTENANCE
DEPARTMENT.**

Salary scale APT II (£555 to £1,000 p.a.) com-
mencing according to experience and qualifications.
Duties include reception, estimating, supervision
of fitting and maintenance staff, and examining,
testing and certifying completed work.

NEW WORKSHOPS COMPLETED 1960.
Application form and further particulars from
THE BOROUGH ENGINEER,
TOWN HALL, CROYDON.

Closing date January 16, 1961. 889-4

WORKSHOP Foreman (working) urgently wanted
small but busy coach repair shop. Full details
experience, age, etc., and salary required. Box CM8717,
care of "The Commercial Motor."

APPLICATIONS are invited for the position of
Superintendent in the transport Department, in
charge of fleet of vehicles, petrol, diesel and electric.
Works Sections comprise vehicle repairs, maintenance
service, vehicle body builders and painters.

APPLICANTS should be fully conversant in all work
of the Transport Manager, for the general supervision and
co-ordination of the above mentioned sections.

ENVELOPES to be endorsed "Works Superintendent
in operation."

APPLICATIONS to be made in writing, stating
qualifications, service in chronological order to
General Manager's office, Bristol Co-operative
Ltd., Bristol 1, not later than January 25, 1961.

DRAFTSMAN required for varied and interesting
work mainly in connection with trailer design. We
giving age, present salary and full details of experience.
House available. B. Dixon-Bate, Ltd., Chester. 889-4

COMMERCIAL salesman required, trainee consid-
ered. Application in writing.
COOMBS SERVICE STATION (Ford Main Line)
By-pass Rd., Guildford. Phone 63562.

WANTED, two experienced commercial salesmen
Dodge, Seddon and Trojan distributors for
East and Central Lancs. Salary £1,000 plus bonus
provided. Reply in confidence to E. Taylor and
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AUSTIN distributors for Monmouthshire require
class commercial vehicle sales manager, also man-
ager for car and commercial departments. Excellent
prospects for applicants with drive and initiative in an area
is now recognized as having the greatest
development potential for the next 20 years. Please
present salary, terms of commission and other
details that will assist the general manager's
interview. Record of sales a distinct advantage.
to Arthur Alsop, Ltd., Austin Distributors,
Mon.

WORKSHOP superintendent, Swansea. Applicants
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extensive subsequent experience of large-scale fleet
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of modern techniques as applied to a wide range of
vehicle types. Proved ability to organize workshop
activities and control staff on a substantial scale.
Salary £2,000 per annum. Applications to
age, qualifications and experience to Divisional
British Road Services, Ltd., Andrews Arcade, Queen
Cardiff.

Miscellaneous Advertisements (contd.)

APPLICATIONS are invited from experienced commercial vehicle and P.S.V. salesmen for a progressive situation with an expanding Ford distributor in Home Counties. Replies treated in strict confidence. Box 1589, care of "The Commercial Motor." 889-252

CAR and commercial salemen, experienced with Ford, Vauxhall or B.M.C., salary, commission, car provided, free pension after qualifying service, main dealer 10 miles from London. Apply in writing, giving full details of experience, applications treated in confidence. Box CM892, care of "The Commercial Motor." 891-9563

SALES representatives required by company engaged in the manufacture of hydraulic tipping gears. Applicants must be prepared to locate either in London, Cheltenham, East Midlands or North of England. Preference will be given to persons having experience of commercial vehicle sales. Applications in writing giving full details of experience to the Director in Charge, Telchouat, Ltd., 100, Rye Rd., Cheltenham, Glos. 889-237

ASSISTANT transport manager required, N.W. London, fully experienced all aspects of trade, expansion, profit sharing, accommodation available if required. Write full particulars, age, experience. Box 1584, care of "The Commercial Motor." 889-458

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THE advertiser, a technically qualified transport manager, 36 years of age, having had 20 years' experience all aspects of transport business (present fleet 350 vehicles) whilst fully endorsing the fact that "there is no substitute for experience," cannot reconcile himself to the old assumption, in the light of his own experience, that one has to be, with respects, within a decade of retirement to have accomplished same, now seeks to negotiate with large transport organization or similar undertakings, with a view to consolidating his experience acquired to date and, at the same time, increase his potential—having the ability to put over to others subjects of a controversial nature, and being able to assist as ably as he controls. Please reply to Box CM993, care of "The Commercial Motor." 889-421

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STORAGE available with easy access to Liverpool or Merseyside docks. Transport facilities to all parts of the country. Phone Transport Department, G. and S. Motors (Hooton), Ltd., Willaston (Wirral) 3155, 2250. 892-9560

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LENHAM STORAGE CO., LTD., near Maidstone, Kent, Southern England's foremost warehouses, capacity 31 million cu. ft. For storage and daily distribution of all classes of commodities by own covered transport throughout Kent, Surrey and Sussex. Phone, Lenham 441 (five lines). 222-653

WAREHOUSING and distribution facilities for all types of goods in the North West and West Midlands areas. Scheduled daily "Challenger" collection and delivery services. Dean Group Transport, Ltd., Hall's St., Salford, 3. Deansgate 6891. 891-9451

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E. R.

BY ORDER OF THE SECRETARY OF STATE FOR WAR.

SALE BY TENDER.

VEHICLES:—

APPROXIMATELY 412, INCLUDING UNIVERSAL, UNIVERSAL T.16 MORTAR AND M.M.G. CARRIERS AND DAIMLER ARMOURD CARS.

LOCATIONS:—

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CENTRAL VEHICLE DEPOT, ASHCURCH, GLOS.

Tenders must be submitted by January 13, 1961. Application for Tender Forms should be made to:—
WAR OFFICE, DIRECTORATE OF DISPOSALS.

FIRST AVENUE HOUSE,

HIGH HOLBORN, LONDON, W.C.1. 889-9424

Miscellaneous Advertisements (contd.)

RURAL DISTRICT COUNCIL OF DARTFORD.

SUPPLY OF

CRESSPOOL CLEANSING VEHICLE.

FIRMS INTERESTED IN TENDERING FOR THE ABOVE VEHICLE SHOULD OBTAIN A SPECIFICATION FROM THE:—

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WHITE OAK,
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VINCENTS OF PRESTON for prompt collection and delivery, 24-hour service. 72 High St., Preston. Phone 57262. 890-9445

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MAINTENANCE RECORD (Charnwood Series No. 59). A life history of each vehicle with tyre records, petrol and oil consumption. 4s. 6d. post free.
DIESEL oil stock books. Cost books, etc. Send for descriptive list.
CHARNWOOD PUBLISHING CO., LTD., Coalville, Leicester. 222-869

THE OPERATORS' GUIDE TO THE TRANSPORT ACT, 1953. Explains the process of operationalization of road goods transport and the rights and liabilities of road transport operators. 32 pages, 1s. 6d. net from booksellers, or 1s. 8d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

LONDON WHARVES AND DOCKS (2nd Edition). A guide to the wharves and docks lining the river from Teddington to Gravesend. Detail facilities afforded by the wharves, together with 17 full-page maps showing their positions. A pull-out map indicating the main routes to London's dock area is included. Illustrated, 104 pages. 7s. 6d. net (duplicated paper board) and 6s. net (duplicated card covers) from booksellers, or 8s. 2d. and 6s. 7d. respectively by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

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THE ROAD TRANSPORT ENGINEER. Edited by G. Mackenzie Junner. This textbook deals with the specialized work of the engineer in the maintenance, repair and overhaul of commercial vehicles employed in transport of goods and passengers. Its contents range from the basic principles of vehicle maintenance to the economics of operation, and embrace insurance, road transport law and management. 196 pages. Illustrated. Price 21s. net from booksellers, or 22s. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

WHO'S WHO IN THE MOTOR INDUSTRY (Third Edition). A directory of Personnel in the British Motor and Commercial Vehicle industries and a comprehensive guide to constituent companies in the two industries, and to allied organizations and trade associations. Includes sections on the Motoring Press, British Motor Clubs and an extensive Biographical Section. 548 pages. Price 42s. net, or 43s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

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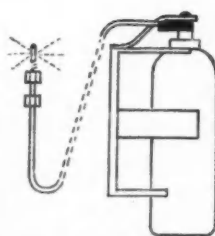


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the latest addition to the Gasomatic range. A remote control unit operated from the driver's seat.

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Clitheroe Road, Whalley, Lancs.
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YOU SO MUCH, SIR

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You demand Results. You want to cut the upkeep of your Perkins Diesel Engines.
As long as you are using and benefiting by

OUR CARE - FREE *Perkins* DIESEL SERVICE

YOUR WISHES WILL COME TRUE
Full range of Perkins Replacement Engines, Reconditioned Diesel Pumps, Fuel Lift Pumps and Injectors
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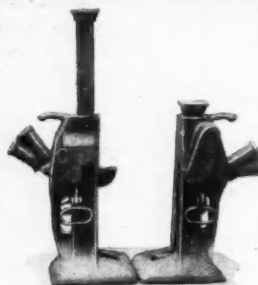
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COMPLETE WITH
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£12 each**

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BALHAM 2234

THE INDEX TO ADVERTISERS WILL BE FOUND ON PAGE 17

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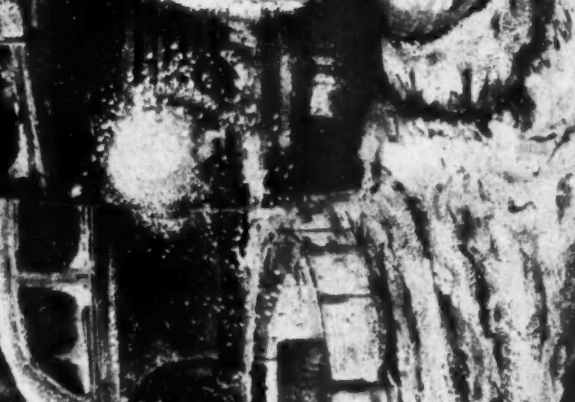
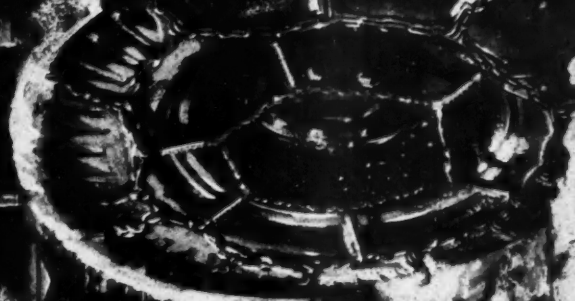
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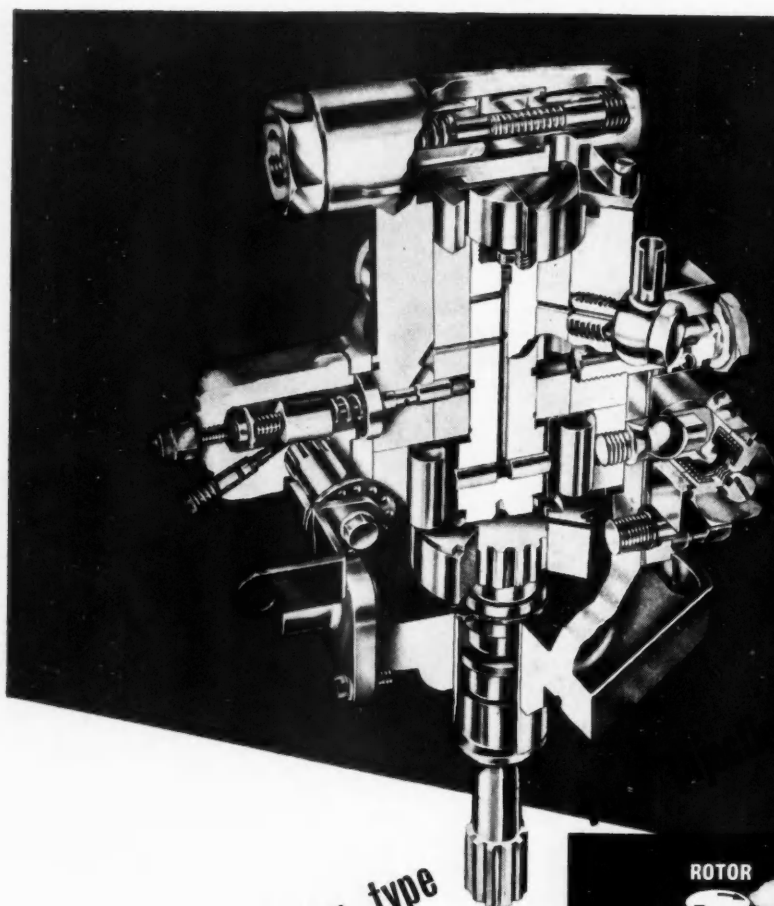
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There's a size and type for every wheel.
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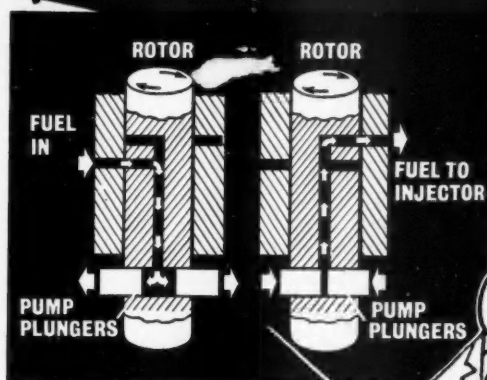




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The DPA pump is quite simple in operation. It has only ONE pumping element, whatever the number of engine cylinders. Twin opposed plungers carried by the rotor are operated by a cam ring. The rotor is carried in a stationary housing, and drilled ports provide for fuel inlet and discharge. The left diagram shows fuel entering the pumping element on the inlet stroke. As the rotor turns (right), the inlet port is shut and fuel is delivered through one of the connections leading to the injection nozzles. This cycle is repeated for each engine cylinder, the rotor distributing charges of fuel to each outlet in turn. No calibration or phasing adjustments are required.



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